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IODA TERMINOLOGY

ST1-IODA RULES COMMITTEE: The rule making body of IODA.

ST2-ROUND: An entire weekend program of races. All IODA races are considered closed course events.

ST3-RACE: A contest between three or more vehicles that are competing against the clock or by laps and each other.

ST4-RACE DIRECTOR: The person selected by the promoter to be senior official responsible for officiating the event.

ST5-RACE OFFICIAL: An individual designated by the race director to officiate at an event including those persons designated to monitor or direct race vehicle traffic on or off a track or course.

ST6-TECHNICAL DIRECTOR: The technical director shall ascertain by visual examination that vehicles entered in a race must comply with the safety competition and supplementary regulations for the race.

ST7-TECHNICAL ADVISOR: The technical advisors shall submit data to the tech director concerning compliance to the safety competition and supplementary regulations of the race. Tech advisors are normally designated to one vehicle type (UTV, Buggy, Truck) but may assist with any vehicle tech.

ST8-CORNER WORKER CAPTAIN: The captain will be the race official for his/her immediate area (under the direction of the race director) and shall be responsible for establishing and directing the operations of his/her personnel.

ST9-EMERGENCY DIRECTOR (MEDICAL & FIRE): The emergency director shall be responsible for coordinating, staffing, and directing operations of all medical and fire protection personnel.

ST10-CHEF SCORER/TIMER: A person appointed by the race director to be responsible for scoring an event.

ST11-FLAGMAN: The flagman will be responsible for starting each race under direction of the race director.

ST12-CLASS: Vehicles in a category may be grouped in classes. The class for which a vehicle is qualified may be determined by engine displacement, pounds per cubic inch ratio, seating capacity or any other method listed in the IODA rules or the supplementary regulations for the event in which the vehicle is entered.

If there are not enough cars to make a class, the IODA race director and registration/ scoring will determine where those vehicles will run and will be scored separate from the class they combine with.

ST13-ENTRANT: A driver/co-driver, rider, and/no owner whose entry is accepted for the race.

ST14- ENTRY APPLICATION: A form supplied to prospective entrants. Entry applications must be completed as printed with no additions or deletions.

ST15-DRIVER/CO-DRIVER/RIDER OF RECORD: A person, or persons named to be the operator of a vehicle that is entered in a race. Both names will be listed on the points page.

ST16-CO-DRIVER: A person listed on an entry application as a co-driver in a vehicle in competition or may occupy the passenger seat of the vehicle entered in the race.

ST17-SUBSTITUTE DRIVER RULES: A current member may be named as a substitute driver prior to the vehicle racing in a race. The team member cannot be the driver of another car in the same class.

If you do not register prior to that race the points, it would not go to the car.

EXEMPTIONS: IODA can make exceptions for reasons of driver sickness, injury, unforeseen emergency schedule conflicts. Exemption must be approved by the tech director and race director.

ST18-CONTESTANT: A person named to compete a race as either a driver/rider or co-driver.

ST19-PARTICIPANT AT A RACE: To receive this credit you must do one of the following and see MG62:

1. Participate in the event itself.
2. Vehicle and driver must be at the event and pass tech (receive tech sticker) but not be able to race the event.

You will get credit for being at the event but will not receive any points. A good faith effort must be shown in attempting to get your vehicle fixed for your class race. This will allow you do the following:

1. Qualify for end of the year awards.
2. Participate in a challenge/championship race on that weekend.

A form must be signed by you declaring that the first #2 (A or B) has happened and that you have not scratched from the event.

ST20-RULES: Rules stated herein are specifically defined and as such are firm, not subject to individual interpretation.

EVENT TERMINOLOGY

ETI-SUPPLEMENTARY REGULATIONS: Regulations which are normally consistent with the IODA rules, and which define special or additional rules for a specific event.

ET2-IMPOUND: A specific location with limited personnel access designated for the containment of all race vehicles immediately following a race. The impound area is considered part of the track. Access only available to tech personnel, driver, co-driver/rider, and personnel with proper identification. At any event, all vehicles must report to the impound area after their race. Any vehicle or representative not reporting will subject the driver entrant, and vehicle to disqualification from the race and forfeiture of all money, points, awards, contingencies, and prizes. Suspension from future events may also result.

ET3-CONTINGENCY: A contingency is the commitment made by a contract with a manufacturer, company, or individual and IODA and/or promotor to post or pledge a certain amount of cash or product as an award to contestants for using a certain vehicle, product or service and displaying the product's decal on the vehicle as required. Decals are generally required and must be assumed to be required unless otherwise stated. Unless otherwise stated the contestant must finish the event to be eligible for contingency awards. Also required are two IODA decals on race vehicles (one on each side of the vehicle). All decals must be clearly visible to the viewing audience. This is the driver's responsibility. See MG23.

ET4-PAYBACK: 90% of entry fee per IODA payback schedule. Payback for overall is determined by the position you place overall with those who have paid into the overall pot. 10% will go into the end of year points fund

ENTRY FEE PAYBACK

C a r #	1 s t	2 n d	3 r d	4 t h	5 t h	6 t h
1 - 2	7 0 %	3 0 %				
3 - 5	6 0 %	3 0 %	1 0 %			
6 - 1 0	5 0 %	2 5 %	1 5 %	1 0 %		
1 1 +	5 0 %	2 0 %	1 0 %	5 %	5 %	

VEHICLE TERMINOLOGY

VT1-VEHICLE: Any of the cars, trucks, or other vehicles noted in IODA classes.

VT2-MODELS: A particular body, chassis or engine that has been produced in quantity specified.

VT3-FOUR-WHEEL VEHICLE: A self-propelled land vehicle that has at least four wheels which contact the course surface. The wheels must not be mounted in a common line: i.e., the wheels must make at least two tracks. At least two wheels be used for steering and the vehicle must be driven (4-wheel drive vehicle excepted).

VT4-FOUR-WHEEL DRIVE VEHICLE: A self-propelled land vehicle that has at least four wheels contact the course surface. The wheels must not be mounted in a common line: i.e., the wheels make at least two tracks. At least two wheels be used for steering and the vehicle must be driven by four wheels.

VT5-CLOSED COCKPIT VEHICLE: A vehicle with a solid metal roof. Fiberglass cabs and rear vehicles with sides and top enclosed are considered closed cockpit for determining roll cage but are considered enclosed vehicles firewalls and splash bulkheads.

VT6-BELLY PAN: A solid metal floor covering that protection for the underside of the vehicle and occupants. It must be the width of the frame or/and extend from forward of the occupant's feet to the rear of the seats.

VT7-WEIGHT: Shall be considered wet weight for course. Official weight will be considered shown on official IODA scales. See ACR 33.

VT8-D. O.T. TIRE: A tire that is available to the public through normal retail distribution channels.

VT9-TTB: Twin-traction beam is an independent suspension system for front drive axles in four-wheel drive Ford F-series trucks and sport utility vehicles.

VT10-TRUCK DEFINITION: In this rule book all vehicles with a truck, SUV, and car body are called a “truck” for all legal and rule purposes when applicable exception 5-1600. **Criteria:** Class must have an average 12 vehicles at every race of the season to qualify championship drivers to automatically move up. 170/200 drivers must be 10 years old in the next season to be moved up. Minor drivers see ACR MG14.

VT11-CLASS TYPE:

1. **SPEC.:** Vehicle and parts must be unaltered as built by manufacturer or blueprint intended. No deviations or modifications unless rules specifically name them.
2. **STOCK:** unaltered OEM vehicle and parts without modification except where rules allow. 170/200, 6100, 11, 7s, 1900.
3. **MODIFIED STOCK:** OEM vehicle parts may be allowed to be swapped per manufacturer's intended use. Classes 6, 1600, 8, 4.
4. **Unlimited:** Open to most any modification or custom build parts within the rules. Classes 2, 7, 9.

VT12- “AS CAST”: Means that no reshaping, grinding, dipping, milling, coating, abrasive flowing/ blasting or other modification to the part unless specifically listed as allowed, with the casting or part number race vehicles (where applicable) visible.

GENERAL REGULATIONS OFFICIALS

MG1- The promoter or track operator may run any race approved by the sanctioning body.

MG2- IODA officials, the race director and/or his/ her designated representative shall have the authority to discipline through penalty, disqualification and/or suspension any entrant for the violation of these rules including, but not limited to the special rulings, and supplementary regulations described in MG3 through MG6.

MG3- Special ruling may be made by IODA and/or the race director to account for the condition of the course, or any circumstances requiring such a ruling.

MG4- Special ruling issued from IODA will be considered as official amendments to the list of rules, regulations, and specifications.

MG5- Special rulings or changes in specifications will not be in effect in any category of class until such ruling or changes are issued from IODA in bulletin form. The IODA newsletter will be considered as of the official bulletins.

MG6- Supplementary regulations may be issued for each event as necessary to amend, suspend or modify existing rules and regulations. Supplementary regulations for individual races will cover vehicle and driver changes for that race.

MG7- IODA assumes no responsibility whatsoever for delays, postponement and/ or cancellation of all or part of an event because of inclement weather, unsafe course conditions and/or any other reason.

MG8- The race director will have overall responsibility for the conduct of any event conducted under these rules and regulations. All official race personnel will be directly responsible to the race director.

MG9- NO one falling under the jurisdiction of an IODA official or any race official at any race and/or event shall subject said official(s) to improper language or other demeaning actions.

MG10- IODA and/or promoter reserves the right to refuse any entry application.

MG11- The corner worker captains are the direct representative of the race director at their respective positions. Their area of responsibility includes the racecourse.

ENTRANTS

MG12: Any entrant who fails to fully fill out and sign required registration forms and release shall be subject to disqualification, and may forfeit any prize money, contingency money or points won in the race.

MG13: No entrant or crew member may enter racing areas until he/ she has signed all releases, registrations and/ or entry forms. No person shall sign the release sheet for anyone other than him/ herself.

MG14: Any entry applications of person not having been legally granted adult rights and status, must provide a notarized minors release, executed by his/ her parent or legal guardian and a copy of their birth certificate, minimum age of driver/ Co- driver is 14 years of age and rider is 15 years of age unless specified by ac specific classes rules. **A notarized minutes release is required if the participant does not meet State's age content. Minor drivers in all divisions must be of age by June 1st of race season.

ALL IN AGE OUT RULES AND EXPECTATIONS:

1. Class 170/200: age 5 -13
2. Class 11: age 12 -up
3. Underage limit drivers may apply for a license to drive a race vehicle in any specific adult Class. Class 7s, 11, 1600, 1900 are some suggestions for young drivers interested in moving up early.

Minors' drivers with no racing experience must put in a minimum of 20 practice laps on IODA racecourse before their first race competition.

MG15: Any entrant who completes in a vehicle that he/ she is ineligible to drive, and/or any entrant permitting such action, may forfeit all prize money, points, and contingencies won in the particular race.

MG16: Any entrant or pit crew member who permits a vehicle to be driven in any race by an unauthorized person, or who fails to notify race officials of any change of drivers during a race may forfeit all prize money, points, and contingency money won in the race.

MG17: Deliberate and/or abusive nerfing or bumping shall be reason for reprimand, penalty, disqualification and/or suspension at the discretion of the race director or IODA competition committee. At closed course events where a rough driving committee is used, any findings or penalties assessed by this committee will be final. **PROTESTS** may be logged regarding these incidents that happen on white flag lap only. See on course violations description later in this section-MG35.

MG18- All entrants must attend the drivers meeting. Failure to comply will result in a starting penalty or black flag stop and go at the race director and scoring discretion. Only director and scoring can waive the penalty. Rolls calls will be made randomly at every meeting.

MG19- The owner and/ or driver of a race vehicle that allows a non-IODA member to drive or co- drive or rider will be suspended for at least one (1) calendar year from date of infraction.

MG20: Pre running and practice, and course knowledge, therefore, of sanctioned events is the responsibility of the event entrant. Pre-running and practice must be done in a safe and sensible manner. Irresponsible or reckless driving during pre running/ practice is not permitted. Every entrant is required to report to the race director any unsafe conditions, or unmarked alternate routes discovered during pre-running/ practice whether they be man made, natural or an act of God. Trucks must run a complete body and breed sides optional.

DISQUALIFICATION

MG21- Drinking of intoxicating beverages in the pits or impounds or the race course, or in the surrounding premises by a person is strictly forbidden. Also, the use of narcotics (amphetamines, barbiturates or other depressants or illegal drugs) is forbidden. Any entrant or crew member in an event who shows any evidence whatsoever of being under the influence of any of the aforementioned may be disqualified and subject to suspension from all future events and must leave those premises immediately at the direction of the race director, any of his/her authorized representatives or IODA officials.

AUTOMATIC PENALTIES

1. **ELECTRONIC TRACTION CONTROL DEVICE:**
Automatic disqualification and \$10,000 fine. If found with an electronic traction control device at any point during an IODA sanctioned event, the driver loses all IODA points in all divisions and is suspended until fine is paid. Devices will be confiscated and retained by IODA. IODA may use fine money to repay prior winnings to racers they have so grossly cheated.
2. **BOLTS SEALS:** Upon inspection, any different, altered, or missing seal bolts or wire seals will result in disqualification, loss of all IODA points for season, or 30 day suspension, or disqualification from the event and/or \$1,000 fine.
3. **FUEL:** IODA reserves the right to have all race cars use the same fuel or fuel mix. Fuel samples may be taken from any car at any time. Penalty for illegal fuel is disqualification from the event and \$250 fine- first offense. **WARNING: ETHANOL BLENDED FUEL MAY NOT PASS IODA FUEL TEST. USE OF PUMP GAS IS NOT RECOMMENDED.**
4. **TIRES:** Use on non-DOT stamped tires in any division requiring DOT tires will result in disqualification and \$250 fine.
5. **PHYSICAL ASSAULT:** Fighting and/or physical assault: First violation, minimum \$250 fine and/ or suspension. Second violation is a minimum \$500 fine and minimum two race suspension. Third violation is a minimum one year suspension.
6. **VERBAL ASSAULT:** Unsportsmanlike conduct and/or verbal assault: first violation, minimum \$100 fine and/ or suspension. Second violation is a minimum \$250 fine and minimum one race suspension. Third violation is a minimum one year suspension
7. **PHYSICAL ASSAULT OF IODA OR TRACK OFFICIAL OR PROMOTER:** First violation is a fine of no less than \$1,000 and/or suspension of driver of no less than 21 days.
8. **ROUGH DRIVING:** Penalties including “so and go”, fine, suspensions, and points to be at discretion of track officials, and IODA may impose penalties based on severity of incident.
9. **MALICIOUS DRIVING:** Any driver intentionally using his/ her vehicle in a malicious manner minimum \$250 fine and/or suspension at discretion of officials and IODA.

10. **REFUSAL BY DRIVER TO SIGN DEFICIENCY SLIP:**
Will result in immediate disqualification and suspension from remainder of event in all divisions.
11. **REV LIMITER:** \$1,000 fine, 30 day suspension and loss of all points for the season for utilizing altered rev limiter components.
12. **INFRACTION RIGHTS:** No person, promoter, official, member of other person affiliated with IODA will be placed under permanent suspension without review by IODA.
13. **POINTS:** If the driver receives a disqualification for the evening and no points. No points are awarded and it does not constitute a race credit. See MG62. If a penalty calls for disqualification and last place points, the driver receives points for the last) position in the race he/she is completing in.

MG22-DRIVER MEDICAL ATTENTION:

1. If a competitor requires medical attention, be on track or other medical teams, the medical technician must release the competitor before he/she may return to competition. Failure to comply with advice of the medical technician will result in disqualification from competition for the remainder of the event.
2. If a driver loses consciousness at any time during an event, the driver cannot compete for at least 7 days or must be cleared by doctors before returning to competition.

MG23- Any person who makes a false statement on a contingency form shall forfeit all contingency.

Procedures:

First offense- warning/ probation

Second offense- disqualification from event

Third offense- suspension, one full year from infraction

IT IS THE DRIVER'S RESPONSIBILITY TO HAVE PROPER DECALS.

MG24- Any entry application containing a falsified signature may cause the automatic disqualification of the entrant and forfeiture of all prize money, points, and contingency money won in that race.

MG25- Any entrant disqualified from any race forfeits all rights to any prize money, points or contingency money and shall not be entitled to a refund if any portion of his/ her entry and registration fee.

MG26- The maximum duration or laps of a race will be set by IODA and the promoter.

MG27- The winner for each race shall be the vehicle that finishes with the most laps within the allotted time or laps and receives the checkered flag. Positions after that win are determined by the greatest distance traveled in time periods (i.e., the second car to cross the finish line is two laps down to the car in second place. They would not be awarded second as they did not travel a greater distance in the time frame allotted).

MG28- Some visible means of warning may be placed on the track at least 200 feet in front of any accident or breakdown. A yellow flag will be used by the corner worker

MG29- Passing is not permitted under yellow conditions until safety past the incident (i.e., crossed yellow and green flag). Any infraction of these safety rules will be reported immediately to the race director and will be subject to time or position penalty or disqualification at the discretion of the race director and/ or IODA competition official.

MG30- All starting products will be announced or covered at drivers meeting prior to each event.

MG31- No race vehicle shall be towed, pushed, pulled, or transported by another race vehicle or person during the race.

MG32- When one vehicle runs multiple classes the vehicle number must change and be registered.

MG33-MARKED COURSE:

A marked course is that official route designated by and marked with proper markings. The marked course must be followed by all vehicle entrants during the race. No vehicle entry may deviate from the marked course. If a vehicle leaves the track, re entering onto the racetrack, must occur where the vehicle left the track.

IODA is not responsible for markings which are damaged or moved. No persons other than the race official are permitted to place, remove or relocate course markings. All vehicles must drive only in the correct direction if the course route.

Failure to abide by these regulations is grounds for disqualification or a penalty determined at the discretion of the race official(s) and/or the on-course violation committee.

MG34- General guidelines for technical and nontechnical protests

PROTEST PROCEDURE & APPEALS PROCEDURE

As a condition of IODA membership, all members agree that the following Protest Procedure and the Protest Appeal shall be the only procedure used to resolve any dispute with IODA, its officers, or directors, and between its members. It is the full responsibility of entrants, drivers, owners, and sponsors to meet all IODA rules and specifications. All questions or contests to any action of IODA involving application or interpretation of IODA articles of incorporation bylaws or race rules shall be governed by these procedures.

1. **PURPOSE:** The purpose of this protest procedure is to provide an open informal method of resolving protests by the membership and to enhance the channels of communication between the members and the IODA officers. All hearings authorized under this protest procedure and the appeals procedure set forth below will therefore be conducted, without the right of legal counsel, in a conversational, non courtroom atmosphere with emphasis on full discovery of all the relevant facts.
2. **AUTHORITY:**
 - The race director has the right to disqualify any vehicle or entry, regardless of whether protest has been registered, for violation of any of these rules and regulations.
 - Protests will only be accepted from benefit entrants in class at the race event. Only those entrants who “place in the money” as established by IODA within their award payback schedule, or within the next three (3) following the last payback place, if payback is for places 1 through 5, then competitors finishing in position 6 through 8 would be allowed to protest as well as those in places 1 through 5.
3. **FORM OF PROTESTS:** Protests must be written and set forth the full subject matter of the dispute and the proposed action requested by the protester.
4. **FINALITY OF PROTEST DECISION:**
 - In non-technical protests, the decision of the race director, the IODA president, or the on course violations committee will be final, unless the protester appeals the decision in accordance with section MG34. The race director has the discretion to reject protests he/ she deems to be unsportsmanlike. In all matters of disagreement under this provision, the IODA president’s decision shall be final.

- In technical protests, the decision of the technical director shall be final, unless the protestor appeals the decision in accordance with section MG34. The technical director has the discretion to reject technical protests he/she deems to be unsportsmanlike. In all matters of disagreement, the IODA president's decision shall be final.

5. **AUTHORITY TO INTERPRET IODA RULES AND**

REGULATIONS: Interpretation of all rules and regulations along with vocations are at the discretion of IODA. Penalties levied at the discretion of the race director and/ or sanctioning body are final and binding, unless a proper appeal is filed and heard, according to section MG34.

6. **TECHNICAL PROTESTS:**

- Subject of Protests: All IODA members against whom an official protest has been logged must submit his/ her race vehicle for inspection of protested items. Failure to submit to inspection will result in automatic disqualification.
- Timing of Protests & fee Submission: Prior to the invitation of the inspection of the protested vehicle(s) and within 30 minutes from the end of the race in which the protest is filed, the protestor must **deliver cash per each item protested** to the tech director or tech assistant.

CASH SCHEDULE:

1. **\$50.00-** Easy to check things not requiring disassembly. Example: magnetism of calipers, measuring illegal bodies, wheelbase, visually illegal items, items behind one tin panel, vehicle weight. Generally, 10 minutes of time check. If the truck is legal IODA keeps your money. If it's illegal money is returned to the protestor.
2. **150.00-** Some disassemble or use special tools. Examples: carb cfm, restrictor plate bore, trans gear ratios, trans/oil pan inspection hole viewing. Generally, 30 minutes of time to check. \$50 of the deposit goes to IODA and will not be refunded, regardless of the outcome of the protest. If an item being protested is found legal, \$100 will be awarded to the protested driver. If found illegal, \$100 deposit will be refunded to the protester.

3. **\$300.00-** Heavy disassembly and use of tools. Examples: CID, cam lift, internal engine parts, complete transmission tear down. Generally 60-120 minutes of time to check. \$100 of the protest fee goes to IODA and will not be refunded, regardless of protest outcome. \$200 will be returned to the protester if the engine or transmission is found illegal. If the engine being protested is found legal, a \$200 protest fee will be paid to the driver being protested. Promoters may protest any engine or transmission.
 - **Burden:** It is the drivers' responsibility to prove if his/ her vehicle is legal.
 - **Results of Protest Inspection:** If the protest is allowed, protest fees will be returned to the protester, and the protested entrant shall be disqualified. If the protest is disallowed, protest fees will be paid to the protested driver.

4. **INSPECTION ATTENDANCE:** Only the following parties may attend an inspection:
 - The protester or his designated representative.
 - The protested competitor or his/her designated representative.
 - The protested competitor's mechanic
 - The race promoter or their designated representative.
 - IODA tech director along with required staff shall accomplish the required inspection of the protested item(s).
 - IODA tech director and/ or their staff that shall make final decisions on the protest(s).

5. **MEDIA ATTENDANCE:** Media personnel will only be allowed to observe the inspections for reporting purposes at the discretion of the race promoter, IODA officials, and with the approval of the protested competitor

6. **Racers with a second violation of the same infraction will result in 30 day (or 1 race weekend) suspension from all IODA sanctioned events and until such time as a \$1,000 fine is paid to IODA.**

MG35- Protest Appeals

1. Right to appeal: Appeal requests may be filed by any person, entrant, or organization who was a party to protest or subject to an IODA official's disciplinary action. This right to request an appeal shall extend to any decision or penalty imposed under IODA authority.
2. Jurisdiction: Appeal requests shall be reviewed by a protest appeals committee appointed by the IODA board of directors. The appeals committee will have the authority to render a final decision in any appeal permitted to be taken under this section. In resolving protest issues, IODA'S BOARD OF DIRECTORS shall make appeals committee appointments with consideration given to the committee members experience in and dedication to racing matters.
3. Initiating an Appeal: A party wishing to appeal either a technical or nontechnical decision must hand deliver a written notice of appeal to a member of board of directors or the president within thirty (30) minutes of the protested decision. Such an appeal shall also be immediately mailed to the address listed on the membership card to members of the IODA board of directors, including the president. However, hand delivery as provided for under this paragraph, to a member of the board of directors, or to the president, shall be considered proper filing.
4. Contents of the Appeal Notice: The notice of appeal must contain the names of the appealing party and detailed statement about which decision is being appealed, the reasons for the appeal, and why it should be heard. Any IODA rules purported to guide the determination must be referenced in the notice.
5. Fee for Appeals: No fee will be required.
6. Final Authority of Protest Appeals Committee: The appointed protest appeals committee, in their judgment, may decide that the penalty or other decision of the proper IODA official appeal should be modified, upheld, or reversed. Regardless of the appeal decision, no race shall be repeated.
7. Authority to Stay Imposed Penalty: If an appealing party seeks to have any discipline stayed from enforcement during the appeal process, that party shall state in the notice of appeal that he/she requests a stay and the reasons justifying such a stay.

Within 60 minutes of receiving a request for a stay, a decision regarding the request for a stay shall be announced in writing by the President or designee grants the appealing party's stay, then that party shall be allowed to participate in any scheduled races in which he/she is properly an entrant. No results and purses from these races shall be considered final until the protest appeals committee announces its

- decision regarding the appeal. In the event of the appeals decision upholds a suspension or expulsion of the appealing party, then the results and purses won by this party in races while awaiting the appeals ruling will be forfeited.
8. Decision to Hear the Appeal: The committee appointed to hear the protest appeal is not bound to accept every appeal filed. Its decision on whether to accept or reject hearing an appeal is final and binding. The committee will make its decision based upon principles of fair application and review of IODA Rules and Regulations. The committee shall make its decision whether to hear an appeal within 60 minutes of the President's appointment to the committee.
 9. Appointing a Protest Appeals Committee: The president shall appoint a three-to-five- person protest appeals committee within one (1) hour, or as soon as practicable, of receipt of the notice of appeal. No person may be appointed as an appeal committee member who was a competitor in the race giving rise to the protest.
 10. Time for Hearing and Procedure at the Appeal: If practicable, the appeal shall be heard at the event. If not practicable, the appeal shall be heard at the next scheduled event or at the next board meeting, in accordance with the committee's discretion of the appeals committee.
 11. Appeals Decision: Following the parties' presentations, the appeals committee will privately meet to discuss the matter until it reaches a majority decision. Such a decision will be announced through a written decision, mailed to each party to the appeal.
 12. Future Effect of Committee Decision: The IODA board of directors shall keep record of all final protest appeal committee decisions and publish notice, as soon as reasonably possible, of the decision's availability to IODA members, including in the notice the names of all parties concerned. No party to the appeal shall have a right of action against IODA or any person for the publication of the decision. If the appeals committee imposes or upholds disciplinary action shall be retroactive to the time of the incident giving rise to the appeal.
 13. Appeals Made in Bad Faith: Parties using this appeal procedure must have a good faith basis for their appeal. The appeals committee may decide that the appeal was not commenced in good faith and impose an additional penalty as a branch of these IODA rules and regulations.

MG36-ON COURSE VIOLATIONS-YELLOW FLAG, ROUGH DRIVING, COURSE CUTTING, ETC., PROCEDURES.

1. The IODA President, in his/her discretion, shall authorize the IODA Vice President to head the On-Course Violations Committee. In addition to the vice president, members of this committee shall include the President and any other members of the board of directors present at the races.
2. All these violations will be attempted to be called during the race. Some type of a stop & go penalty will be assessed to handle each such violation. **Only during the white flag lap may an after-the-race penalty be assessed.**
3. If a penalty is not called, there will be no after-race penalty assessed. This will be again handled by the on-course violations committee headed by the IODA Vice President. Only on a white flag incident will protests and possible hearings be heard.
4. Protests may be filed regarding race situations that were not called by the on-course violations committee. The protests will be used for future violation problems. Follow the procedures for nontechnical protests listed above.

DRIVERS/CO-DRIVER/RIDERS

MG37-The number of occupants per vehicle shall be as follows:

1. **Single occupant only:** Class 170/200, 570, 450
2. **May run with 1 or 2 occupants:** Classes 11, 6, 1600, GOB, 1900, 9, 8, 4, 4x4, 7
3. **Co driver allowed but not required:** Classes 7s

PITS

MG38- No one will be allowed to enter the pit or race area without first presenting a valid IODA pass to the race official.

MG39- At all times, the entrant assumes responsibility for the actions of his pit crew, family, and friends.

MG40- No persons under suspension by the competition board will be permitted to participate.

MG41- Any pit vehicle running on or near the racecourse that is endangering the entrants, race officials, or spectators, could call for the disqualification of the particular vehicle for which they are servicing. The designated pit area must be used.

MG42- Vehicles in the pits or racing area shall not be used as spectator vantage points when to do so might impair the line of vision of others. Race officials in the area are empowered to enforce this regulation.

MG43- Any entrant, crew member or other pit pass holder who takes part in any demonstration in the pits, on the course or surrounding area before, during or after an event shall be subject to expulsion from the premises; and in the case of entrant may result in suspension, and/or disqualification, loss of points and forfeiture of purses, awards, and prizes.

MG44- Maximum speed in the pit area is 5 MPH. 1st gear at idle.

Tech

MG45- It is the full responsibility of entrants, drivers, owners, and sponsors to meet all IODA rules and specifications.

It is the driver's responsibility to prove if his/her vehicle is legal.

MG46- Each vehicle, regardless of class must complete and satisfactorily pass the inspection of the technical inspector or hi/her designated representative before being allowed to participate in an event. A safety inspection sticker will be issued upon completion of tech.

MG47- IODA reserves the right to subject any vehicle to a mechanical inspection at the discretion of the race officials in charge. It shall be the responsibility of the driver or entrant to tear down a vehicle for inspection when requested to do so by the official in charge. Failure to comply will result in disqualification of driver, entrant, and vehicle, and may result in suspension in future races.

MG48- IODA reserves the right to limit admittance of personnel to any area or garage in which inspections are being made; and the technical director has the right to limit attendance to only those inspectors and two mechanics assigned to perform the work necessary in handling the vehicle for inspection.

MG49- IODA reserves the right to seal or impound vehicles and/or vehicle parts. The tech director may impound the vehicle and/or any parts as he sees fit.

MG50- IODA assumes no responsibility for impounded vehicles and/or vehicle parts, although reasonable efforts will be made to ensure their security.

MG51- At any event which calls for a mandatory inspection of vehicles after a race, any vehicle removed from the area without permission of the race steward or his designated representative or IODA official, may subject driver, entrant, and vehicle to disqualification from the race(s) and forfeiture of all money, points, awards, contingencies, prizes and may result in suspensions from future events.

MG52- IODA requires the owner of a vehicle damaged or rolled over in a race to submit to an inspection by IODA technical staff before the vehicle can race again. If the owner refuses inspection, the vehicle may be restricted from all future sanctioned races.

MG53- No entrants, pit crew member or sponsor shall have any claim for damages, expenses, lawsuits or otherwise against promoter, track operator, IODA, its officers, agents or employees arising from damage to any vehicle, personnel injury to the driver or monetary loss of any kind whatsoever. Entrants, pit crew members and sponsors waive any claim they may have against promoter, track operator, IODA, or its officials when they voluntarily participate in any racing activities conducted under these rules.

MG54- To get points you must be in the car that has the number on it you have been assigned. If another driver is racing the same car as you the number must be changed to their number. If the number is not, the points will go to the car number you race in your name. If there is more than one person with the same number, you will ask to run letter after number or you have to pick a different number.

MG55-MEDICAL RELEASE REQUIREMENT- If a driver or co-driver involved in a racing accident must receive medical attention, they MUST provide they are fit to drive or co-ride. If this is not done and they participate in an event, they will face either disqualification from that event and/or suspension from that event and future events.

MG57- POINTS SYSTEM

POINTS

<i>1st place</i>	30
<i>2nd place</i>	29
<i>3rd place</i>	28
<i>4th place</i>	27
<i>5th place</i>	26
<i>6th place</i>	25
<i>7th place</i>	24
<i>8th place</i>	23
<i>9th place</i>	22
<i>10th place</i>	21

Subtract one point for each position below 10th

TIE BREAKER METHOD: In the event of a tie in the points standing, the car with most 1st place finishes would be declared winner. If a tie still exists, whoever registers the most 2nd place finishes and so on until the tie is broken. If a tie would still exist after 8 races whoever registered the first 1st place win would be declared the winner. There cannot be a tie for 1st place.

POINTS FINALIZED: All points will be considered final 30 days after they are published. No changes will be made unless the IODA scoring and IODA President is notified of a discrepancy prior to the 30 days.

MG58- RELEASE WAIVER RULE

Any person requesting access to a restricted area must first sign an authorized release waiver and obtain an official wristband. Before entering the racetrack, drivers, co-drivers, and riders must have:

1. Official competitor wristband
2. Legal helmet and driver suit
3. Seat belts fastened

Drivers/riders and co-drivers will be checked in staging prior to entering the track.

Violations of #1 will result in immediate disqualification from the event and a 12-month suspension from all IODA events from the date of infraction.

Violations of items #2 and #3 may result in disqualification from the event.

Impound area is considered an extension of the track and will be a restricted area. All applicable track rules will apply.

Any minor requesting admittance to the tech/impound area must first have a parent or legal guardian review the Release Waiver. Both the minor parent and/or legal guardian must sign the release waiver in the presence of an IODA official.

MG59- HOW TO GET RULES CHANGED

1. Must submit a written or email request to class rep with the reasons why rule change(s) is requested. Class rep to give requested change(s) to IODA President. Decisions for next year's rules will close 10 days after the last race. IODA and class rep will deliberate and decide. Decisions are final.
2. Class reps are required to present all email requests for rule changes to IODA within one week of the last race. It is not class reps' option to conceal rule change requests.

MG61-STARTS

1. For classes with heats Saturday Pole position will be determined by first one to register the rest of the field will be set by heat results
2. For classes without heats Saturday race line up will be based on order of registration
3. Sunday classes with heats, heat lineup will be a inverted start by draw of Saturdays winner race line up will be finishing order of the heat
4. For classes without heats Sunday's lineup will be a inverted by draw by winner of Saturday's race

MG62- QUALIFYING FOR END OF THE YEAR AWARDS

All IODA classes must compete in a majority of IODA races in 2024.

MG63-RACE CREDIT:

For IODA classes to receive race credit they must have paid their entry and registration fee and have gone through tech. If for any mechanical reason they cannot compete in their race they must complete a race credit form stating that they have met pre- tech requirements and are unable to complete in their event. They will receive credit for participation, but no points and will remain eligible for end of the year awards. Racers can get a refund for entry fee but must ask for it before it is paid back to drivers. It is advised that you notify registration immediately. If you can't make a change in work schedule or unforeseen circumstances contact registration it will be at registration discretion if eligible for the refund.

MG64- IODA ROOKIE OF THE YEAR CRITERIA:

1. Must not have driven in more than three (3) IODA races in that class in the previous two (2) years.
2. Must not have driven in that class in any other series in the USA or Canada.
3. Must display the "IODA" rookie of the year number plate at all IODA races on the vehicle. See ACR24
4. Must not have been reprimanded, disqualified, or suspended during the current race season.
5. Must qualify for IODA end of the year points fund.
A form must be signed by a person running a rookie prior to their first race starting when he/ she is participating as a rookie. see registration for the form.

ALL CLASS RULES (ACR'S)

ACR 1 ROLL CAGES

MUST MEET MINIMUM MATERIAL REQUIREMENTS

CAGE DESIGN REQUIRED:

One – front hoop

One – rear hoop

Two top connecting bars

Two straight (without bends) down braces

One – diagonal brace on rear hoop

Must have at least a sidebar on each side to protect the driver and co-driver from side impact. This bar must be located as near to horizontal as possible to provide maximum protection and not cause problems with entrance and/or exit

UTV door bars: must have a “X”, “A”, Ladder, or diagonal design bracing in the door area. All designs must use a minimum 1.5” outside diameter, .095 wall tubing. Ladder design must use a 1.5” diameter .095 wall tubing for the main rails and 1.25” .095 wall thickness for the rungs.

Door bar configure option for vehicles with complete operational doors:

Vehicles over 3,000 pounds (TRUCKS) require additions as follows:

- a. Wing window post; one on each side of the vehicle extending from the upper cage-bar to the bottom door bar and then to the frame if so equipped
- b. One roof diagonal bar
- c. 3 side door bars on the driver's side and additionally on the passenger side if there is a passenger seat. These bars must be located as near to horizontal as possible to provide maximum protection and yet not cause problems with entrance and/or exit.
- d. One additional diagonal brace on front or rear hoop
- e. Front and rear cross bar of 1.75” 1.20 wall tubing at lower window height

Truck door plate options

- f. 0.250 thick aluminum plate mounted directly on the outside of the driver's door bars. This plate must cover from the A-pillar to the B-pillar, and from window opening to the bottom of the chassis. The plate must be bolted on with a minimum of 8 bolts with a minimum of 5/16" diameter.
- g. Steel door plate 12 GA or .109 minimum thickness, must be securely welded to the outside of the driver's side door bars and cover an area from the top door bar to the bottom door bar and from the rear hoop down post to 5 inches in front of the seat.

Truck Roof Plate options:

- h. A 0.250" thick aluminum plate must be bolted to the roof directly above the drivers head and must cover the entire side of the roll cage above the driver compartment. A minimum of 6 5/16" bolts must be used
- i. 0.109 (12GA) thick steel plate must be welded to the roof directly above the driver head and must cover the entire side of the roll cage above the driver compartment.
- j. Necessary gussets as follows:

Preferred

- a. Corner tubing split formed and welded
- b. Tubing gussets-same thickness as main tubing and within 4" of main tubing joint.

Acceptable:

- a. Flat plate 1/8"x3"x3"

All bars must maintain a 3" clearance from helmets of the driver/co-driver in their normal driving position. All roll bar tubes and roll bars in close proximity to the driver/co-driver helmet must be padded with a securely attached high impact padding meeting SFI 45.1

Braces, down, and diagonal, must be straight (without bends) at an angle of at least 30 degrees from vertical.

All intersections of required parts items 1-7 above must be gusseted as well as any areas where any single weld fracture could affect driver safety. See #7 above.

Terminal ends of the roll cage must be attached to the frame structure so as to support a maximum impact and should allow more than 1 ½” of movement without shearing.

CAGE AND FRAME MATERIAL

ALLOWED:

1. Mild carbon steel types: EW DOM mild steel. Best recommended for the main cage around the driver.
2. EW DOM 4130 Chromoly steel
3. Non DOM electric weld mild steel tubing.
4. Bolt and nut minimum dimensions of 3/8” diameter and grade 8 (SAE) or aircraft construction quality.
5. Gussets may be constructed of:
 - a. Flat plate 1/8: 3”x3”
 - b. Corner tubing split formed and welded.
 - c. Tubing gussets the same thickness as main tubing

NOT ALLOWED:

1. Material used as structural members – cannot be aluminum, titanium, magnesium, carbon fiber or other composite material.
2. Pipe.

MATERIAL REQUIREMENTS

Minimum tubing diameter and thickness:

<u>Weight</u>	<u>Tube Size</u>
Under 1,000 lbs	1 ¼” x .090”
Under 2,000 lbs	1 ½ x .095”
Under 3,000 lbs	1 ½ x .120” exemption old class 7 up to 3800 Lbs. MTEG type W window bar and 2 nd halo bar inside window opening recommended. Both sides of the chassis.
Under 5,000 lbs	1 ¾” x .120”
5,000 lbs and over	2.00” x .120”

CAGE CONSTRUCTION

1. Minimum material and structural design as laid out in this document
2. All materials not listed must have previous IODA approval
3. Welding of high quality and good penetration.
4. A 1/4" diameter inspection hole may be drilled into a roll cage bar (in an area that is not critical) for thickness inspection. Technical persons will drill a hole or holes
5. All repairs must be visible. Accepted repair techniques include an angle cut of the tube with an internal sleeve welded in place, and additionally four rosebud (plug) welds on each side of the main tube weld. It is best that the two angle cut tubes have a slight space between them and the first weld pass join the two tubes and the sleeve together. A second or third pass if necessary, may be necessary to fill the gap and complete the weld.

ALLOWED: Exception from the diagonal braces in single seat belt buggies.

NOT ALLOWED:

1. Undercutting of original tubing, metal or poor-quality welding
2. Brazing in roll cage construction
3. Welding of primary mount of cage to cab of body.
4. OEM UTV cages

CHASSIS INSPECTION

REQUIRED:

1. New vehicle built 2022 or later must be inspected
2. Old vehicles that haven't been raced since 2000 must be inspected
3. Any 1.5" pro lite chassis
4. Any vehicle that's been through a major wreck
5. Vehicle that has been through major reconstruction

RECOMMENDED: All chassis should be inspected as to not have any issues with tech inspection during the season.

ACR 2 PRODUCTION FRAMES:

ALLOWED:

1. Strengthening of the frame by adding materials only
2. Stock wheelbase (+) or (-) 1"
3. Shortening of long wheelbase frame to match short wheelbase specs but must have IODA and class rep approval
4. Front frame horns may be shortened no more than 3" in front of the forward most steering box bolt
5. Rear frame cross members may be replaced, relocated, or removed to allow for sinking of fuel cell.

NOT ALLOWED:

1. Bending, cutting, welding, "kicking", or altering the frame.
2. Removal of cross members between front suspension and rear axle.
3. Removal of any other material.
4. Change in length of frame.

ACR 3 BUMPERS REQUIRED

1. Safe front and rear bumpers
2. Flat or round surfaces on front bumpers
3. Custom fabricated rear bumpers, must be within 2' of the body lines as viewed from above without fender flares. Ends must be looped
4. Front custom bumpers may be the width of the body lines as viewed from above without fender flares. Ends must be looped. Width of the truck frame minimum.
5. Front bumpers must not exceed 12" forward of the end of the frame.
6. Rear bumpers must be flat on a single plane.
7. Distance between rear longitudinal bumper tubes is 16" max
8. Rookie drivers must display a yellow painted bumper minimum 1" thick strip for 1.5"+ tube and 1/2" on 1.25 and smaller tubing.

ALLOWED:

1. Nerf bars or frame head or other protrusions but must be round to the side or front.
2. Angle iron on rear bumper for only class 11, 1600 buggies.

NOT ALLOWED:

1. Channel iron or angle iron on side or front bumpers, nerf bars, etc.
2. Unsportsmanlike bending bumpers out to damage competitor's vehicles.
3. Use of tape for rookie strip

ACR 4 FIREWALL:

REQUIRED:

1. An all-metal fire wall must separate the driver's compartment from the engine and any fuel sources. The fire wall on the vehicle with a production body is that part of the body between the outside edges of the frame rails.
2. This rear firewall must extend from shoulder height to the floor and sides of the body.
3. The fire wall must extend at least 1" higher than any part of the fuel cell.
4. Firewall modifications if approved require repairs with metal of like material and thickness
5. Chassis vin plate. Installed in the lower driver side window area riveted to the firewall. All stock chassis vehicles
6. Heater core removal.
7. UTV classes: if the passenger seat is not used, the gas tank area must be completely covered with an aluminum firewall.

ACR 5 – FLOORBOARDS

REQUIRED:

1. Belly pans or floorboards must cover the complete driver's compartment
2. If the floor is not a part of the body or chassis at least five (5) ¼" bolts per side must be used to fasten it to the structural parts of the vehicle

STOCK FLOORBOARD/FIREWALL CLASSES

Stock floor mounts must be in original positions. With a complete OEM firewall attached. Includes rear fire wall in car body classes. Must be stock and in same location with no removal of material allowed

ACR 6 – SKID PLATES

Exception for vehicles that have complete floor boards as part of the body.

REQUIRED:

1. Protection for front suspension, braking, and steering.
2. Metal design unable to hold fluids.

NOT ALLOWED:

Carbon fiber skid plates

ACR 7 – WHEELBASE

Wheelbase is measured from the center of the wheel on the front axle to the center of the wheel on the rear axle at ride height. If a difference is encountered from one side to the other, and average will be used.

ACR 8 – TRACK

The track is measured from the outside on one tire to the outside of the opposite tire at ride height. Measurements will be taken through the centerline of the spindle. Measurements are to be taken at both front and rear of the wheels and averaged to compensate for toe in/toe out.

WHEEL WIDTH – Maximum 93” outside of tire to outside of tire at widest points.

ACR 9 – RIDE HEIGHT

Truck Classes: Vehicle’s chassis must clear 10” below the lowest point to level ground. Checked before or after the race. Not including suspensions/driveshafts. Excluding class 6100. If a racer wants to add tire psi IODA allows 20 psi max.

ACR 10-WEIGHT

1. Wet weight is the weight used if minimums require a weight.
2. The vehicle must make weight and front percentage the minimum anytime before, during or after the race with the driver (and passenger if running one). Regardless of missing body parts or amount of mud.
3. Any “attempt” to enter a race underweight will result in disqualification.
4. All stock frame classes. Minimum front axle weight is 48% of total weight.
5. No titanium, magnesium, carbon fiber or tungsten products. Lightweight machined out or aluminum bolts. Solid steel fasteners only.
6. No weight shift devices.

ACR 11- BALLAST

REQUIRED:

1. Material used to make up weight requirements must be securely fastened to the structure of the vehicle.
2. Holes must be drilled in the material to allow wiring to the main structure to prevent removal. Fuel may be used for ballast but must comply with ACR 46.
3. All solid ballast must be painted bright orange fluorescent color or white.
4. Vehicle number painted, welded, or stamped on ballast.
5. Minimum two ½” bolts for every 50 lbs of ballast.
6. No ballast and/or loose objects in the driver compartment, above the interior deck or outside body. Ballast must be securely mounted to the frame or roll cage.
7. Dislodged weight cannot be returned to the vehicle for weighing at the end of race.

ACR 12 – STEERING

REQUIRED

1. Safe steering systems with end play at a minimum.
2. Steering shaft must be at least 7/8" O.D. X .060" or 3/4" by .095" wall thickness if it is not stock production shaft. Aircraft or race specific U-joints.
3. Trucks and UTV's left side DRIVER POSITION only. No mid or right-side driver position. Exception factory single seat UTV's.

NOT ALLOWED:

1. Any steering system not considered safe by the Technical Committee
2. Steering wheels with detachable hubs containing plastic parts.
3. Direct electric or direct hydraulic steering. Must have steering wheel to shaft to box to tie rods to spindle mechanically. Exception UTV.
4. Right side steering vehicles.
5. Center steer trucks
6. Rear steer

ACR 13 – THROTTLES

REQUIRED:

1. Vehicle must have a foot throttle incorporating positive return springs (2), attached directly to the carburetor throttle arm, from two separate brackets, and must register a minimum pull of two (2) pounds. A positive stop or override prevention system must be used to keep linkage from passing over center and sticking in an open position.
2. All vehicles must have a gas pedal with a toe hook.

ACR14 – SUSPENSION SYSTEMS CHASSIS AND RUNNING GEAR

REQUIRED:

All bolts secured with a nut must have at least one full thread through the nut

DEFINITION:

Active suspension is defined as any device that electronically adjusts or changes the suspension

NOT ALLOWED:

1. Worn or loose parts such as spindles, axle nuts, pivot points, ball joints, etc
2. Active suspension in any IODA Class
3. Composite, titanium and/or fiberglass springs are not allowed
4. Aftermarket Bump stops attached to any moving suspension parts. They are to be attached to the chassis of the vehicle.

Allowed in unlimited classes only if specified: includes any item that changes the wheel travel rate other than the primary suspension in use on the vehicle.

INCLUDED ITEMS ARE:

1. Leaf springs, torsion bars, coil over shocks, Haga balls, air bags or anything other than shocks that change the wheel travel rate.

ACR 16 – BUMP STOPS

ALLOWED: Rubber, plastic, urethane, etc.

NOT ALLOWED: The stop cannot contact the suspension unit with more than 4” of travel left.

ACR 17 – WHEEL TRAVEL

As measured on the vertical plane from a point on the wheel mounting surface.

As measured from stop to stop without spring(s).

ACR 18 – SHOCK ABSORBERS

REQUIRED:

1. All vehicles must start racing with at least one working shock absorber on each wheel. Other systems are subject to prior approval.
2. Measuring shock size is nominal measurement of shock body o.d. without cooling fins or sleeves

NOT ALLOWED:

1. Shocks that may be adjusted remotely while in motion.
2. Live/auto/terrain sensing technology or any type of automation-controlled shock.
3. Liquid or chemically cooled shocks. Class 9 liquid cooled allowed
4. Protruding through the hood
5. Remote or cantilever shocks are not allowed.
6. Air shocks exemption for Class 9, 1900, A, Z. Defined by shaft size being more than 44% of the advertised body size. Or
 - a. 2" body x .875" shaft max
 - b. 2.5" body x 1" shaft max
 - c. 3" body x 1.25" shaft max
 - d. 3.5" body x 1.5" shaft max
7. Custom made shocks. Unless they have class rep or IODA approval. Cost and safety are our only concerns.
8. Shocks mounted to suspension links.
Unlimited Classes are exempt
9. Shocks cannot be linked together in any way. This includes but is not limited to hydraulic, electric, manual, or mechanical links.
10. Shocks in the driver's compartment.

ACR 19 – Brakes

NOT ALLOWED:

1. Anti-lock brake systems - mechanical or electric
2. Non Magnetic brake rotors.
3. Wheel speed sensors or brake actuators.
4. Front/rear split brake pedal. Exemption class 9, 2 and 7
5. Electric, electronic or automatic braking aides, servos, dump valves, etc.
6. Scalloped non vented single layer rotors. Exemption buggy, UTV, and class 7
7. Excessive rotor drilling.
8. Modifying brake drums.

ACR 20 – WHEELS AND TIRES

A.D.O.T. Tire is a tire that is available to the general public through normal retail distribution channels.

REQUIRED:

1. Trucks over 3,000 lbs must run 5/8” minimum racing wheel studs lug nut must be open ended; Studs must extend a minimum of 2 full threads past the end of the lug nut.
2. Class 8,6,4,2 Maximum wheel size is 10” x 15”, 10” x 16” or 9” x 17”.
3. Wheel diameters (unless otherwise stated in rules)
 - a. Trucks minimum 15” maximum 17”
 - b. Buggies minimum 13” maximum 15” front. 15” rears
 - c. UTV’s 15” maximum

ALLOWED:

1. Soft foam wheel inserts
2. Plastic pliable bolt on covers. 5/16” – 16 grade 8 bolts qty 3 minimum per cover.
3. Non-DOT tires such as Implement, UTV or desert tires allowed in buggy and UTV classes. Finally ruling on tire legality is up to class rep and tech.
4. Tire grinding, grooving and siping.
5. Foam mud plugs or bolt on covers. 5/16” – 16 grade 8 bolts qty 3 minimum per cover. Except Class 6100
6. Wheel spacers and adapters. Max 2”.

NOT ALLOWED:

1. Wheels with cracks
2. Worn or damaged lug holes
3. Snap-on type hubcaps or any type of snap-in center covers (i.e. bead lock centers)
4. Closed end lug nuts.
5. Multiple tires.
6. Bead liners and inner liners.
7. Snap clips or dzus fasteners on wheels are not allowed
8. Bolts studs and any other protrusions from wheels that would harm competitors.
9. Knock off hubs. Exemption Class 9
10. Spun aluminum, magnesium, or three-piece wheels. In truck classes.
11. Any airless or foam filled tires
12. Wheels with 2 Beadlock rings.
13. Equipment used to adjust air pressure during the race is not allowed.

ACR 21 – BODY COMPONENTS – DOORS HOOD AND FENDERS

REQUIRED:

1. Hoods, doors and fenders must be fastened securely enough so that they will remain attached during competition.
2. Doors, hoods and fenders must be in stock location plus (+) or minus(-) 1”.
3. Hood must be separate from fenders. Exception class 7, 2 and UTV’s
4. Stock grill assembly and /or aftermarket exact duplicate for body year.
5. Body lines must be maintained from front to rear and side to side.
6. Trucks: Four hood pins ½” material along front of hood and two in rear corners or non-spring assist hinges. Removal of stock hood latches.
7. All truck/passenger/UTV bodies are to be recognizable to the general public.
8. Body must be stock production size and appearance. Class 2,7 may widen the roof and hood.

ALLOWED:

1. M6 and/or quick release or Dzus fasteners. For buggy and UTV bodies. Also, for truck interior tin. Alum Dzus allowed.
2. 5/16" minimum bolts for truck bodies.
3. Truck/SUV Body must be sourced from the same manufacturer as the chassis and engine but may be newer or older than the chassis.
4. May run a different manufacturer body only if that body is from a manufacturer who does not make a suitable chassis/engine combo to fit the rules. Must have class rep and IODA approval.
5. Any aftermarket material commonly used for doors, hood, fenders, pickup side panels, and cab corners.
6. Stock roofs plus (+) or minus (-) 1". Exception class 7, 2
7. Truck classes enlargement of wheel openings for the tire clearance. 3" max 2" flair max. exception class 7, 2.
8. Tonneau covers. Solid or soft.
9. Single section grill pieces, which have been approved by the IODA Technical Director, may be used in place of factory production grills provided it fits the required template and maintains the stock appearance of the vehicle represented.
10. Drop center hoods allowed in classes 6, 7s, 8, 4, 7, 2.

NOT ALLOWED:

1. **Racing without hoods, fenders, etc.**

Racing without these body components subjects the driver to disqualification.

Physical damage (accidental impact) is the only exception. Habitual bedside loss will not be tolerated.

2. Shocks, radiators, transmission cooler or air filter scoops protruding through the hood or fenders.
3. Hood must be in the original stock location and not raked forward.
4. Hinged front ends
5. SUV bodies should not have a body line past the door where the bed is separate from the cab.

ACR 22 – DOOR AND LATCHES

REQUIRED:

1. Operating doors must have a positive locking mechanism. (Can be the stock handle and latch.)
2. Secondary latching devices are necessary on all doors.

ALLOWED: Quick release pins, pins and clips, etc.

ACR 23 – ROOFS

REQUIRED:

1. The roof of the driver's compartment must be covered by sheet metal or aluminum.
2. Must be a minimum of .060" in thickness or as that of the original roof.
3. Truck Roof plate must be fastened with six fasteners per side (5/16 bolts min) 0.250" thick aluminum or 0.125" thick steel plate must be bolted or welded to the roof directly above the drivers head (and passenger)

ALLOWED: Buggy or UTV Roof escapes made of metal must be a minimum of 0.075 "buggy and .060" UTV aluminum or 16 ga. Steel. Substantial hinges (piano type is OK) and 2 acceptable latching devices (such as rubber snubbers, metal on metal recommended) must be used a maximum of 30" apart.

NOT ALLOWED:

1. Velco latching devices.
2. Netting or vinyl type material.
3. Multiple layers to attain .060" thickness requirement.

SPOILER/WING/GROUND EFFECTS

Tech may ask you to remove any extra body parts that are unsafe, an expensive advantage or ridiculous. Vintage spoilers and wings encouraged.

ALLOWED:

1. Any spoiler, ground effects, front valance type bumper covers. In good taste.
2. Vintage style airfoil wing in buggy and UTV classes only.
3. Daytona wing in class 6100, or 6 rear wheel drive cars only.
4. FAST and FURIOUSNESS, style wing on front wheel drive cars only.

NOT ALLOWED: Adjustability while in motion. Exception class 9

ARC 24 – VEHICLE INTERIOR

ALLOWED:

1. Removal of all upholstery, upholstery panels, headliners, carpets, and plastic interior parts is required.
2. If the stock firewall is removed and the engine moved behind front suspension. Driver must be completely surrounded 360 degrees by minimum .040 alum sheet metal up to the passenger side deck, and lower window lines.

NOT ALLOWED:

1. Driver-adjustable devices allowed while the car is in competition except brake adjuster.
2. Air cleaner opening facing driver.

ACR 25 – NUMBERS FOR IDENTIFICATION

REQUIRED: Block numbers only.

1. **BLACK NUMBERS ON WHITE BACKGROUND.** Black background with white numbers allowed with white bodies. Excluding rear plate.
2. These numbers must have a minimum height of eight (8) inches with a one (1) inch width and 1" space.
3. **Total of four (4) sets of numbers.**
 - a. One in the upper left-hand corner of the windshield area. Number must be a minimum of 3" in height.
 - b. One number facing rearward on a 10" x 14" (HxL) plate.
 - c. Two numbers. One on each side high and close to the back of the roof. On a 10" X 14" (HxL) plate or bigger.

NOT ALLOWED:

1. Styled numbers or numbers made of tape, ink, markers, crayons, etc.
2. Foil or reflective numbers.
3. Outlines, stacking or shadows.
4. Italic slant over 25 degrees.
5. Numbers not side by side.

REQUIRED:

1. **Rookie drivers must have their rear number plate red with white letters to qualify for Rookie of the year.**
2. Approved number fonts.
 - a. Impact
 - b. Helvetica Black
 - c. Mechanical Bold
3. Class numbers are held, awarded and controlled by IODA class rep.
4. ATV number plate on foot board as well as on the rear or number on jersey.

RECOMMENDED:

1. **Trucks:** Roof of vehicle, as viewed from passenger side Roof numbers must be a minimum height of 22 inches.
2. **Buggies/UTVs:** teepee style 10x14" plate setup for low visibility muddy races.
3. Extra 10x14 decal on door area of race vehicle.

ACR 26 – ADVERTISING

REQUIRED:

1. Good appearance and in good taste.
2. Not to interfere with identification numbers

ACR 27 – WORKMANSHIP

REQUIRED:

1. Good professional appearance.
2. Approval of the Technical Committee

ACR 28 – MUD FLAPS

REQUIRED:

1. **Rear** mud flaps on classes 2, 7s, 6, 8, 4, 7.
2. 12" wide minimum rigidly installed directly behind the tire.

ACR 29 – GLASS/ ROCK SCREENS

REQUIRED:

1. All glass must be removed from all vehicles.
2. All vehicles are required to have an acceptable rock screen securely attached to the vehicle in front of the driver. Minimum 11 ga. Thickness x 1" max opening for classes 7s, 6, 9, 8, 4, 7, 2.
3. Classes 170, 6100, 11 and 1600 are exempt from requiring a rock screen.

ACR 30 – ENGINE

REQUIRED:

1. Naturally aspirated engines must be able to be used in conventional passenger vehicles without alterations.
2. Must be in stock order. Example: engine, transmission, and differential via a drive shaft in a truck. EXAMPLE: Engine must remain in front of the transmission on truck, Engine must be behind transaxle on buggy. Exemption class 9
3. Magnetic steel crankshaft only.

NOT ALLOWED:

1. Aluminum rods
2. Titanium parts
3. Change in the number of cylinders or type (slant, V, I, etc.) unless it is a series option. Exemption class 9
4. Water or vapor injection systems
5. Rear engine trucks, front engine buggies. Exemption class 9

ACR 31 – ENGINE DISPLACEMENT

ALLOWED:

1. No more than specified. In class rules.
2. Engines are subject to a check by IODA or member organization's technical people at any time before or after the race.

**** THE IODA P&G TEST IS THE VALID TEST FOR ENGINE DISPLACEMENT****

ACR 32 – EXHAUST

REQUIRED:

1. Exhaust pipes at least to the rear of the driver's compartment. Installation to minimize dust and direct exhaust fumes away from tires and fuel cells.
2. All vehicles cannot exceed a maximum of 95 dB as measured from trackside in spectator areas.

ALLOWED:

1. Round tube headers only.
2. Exhaust coatings
3. Exhaust through bedside

NOT ALLOWED:

1. Professional built custom headers
Exemption class 9, 7, 2. Must be store bought available to the general public with a part number sold in quantities annually.
2. Anti-reversion headers or mufflers
3. Exhaust sensors. Exception fuel injection classes
4. Extensions, insert, cones
5. No exhaust through driver compartment

ACR 33 – MUFFLERS

REQUIRED:

1. All classes and all engines – single and dual exhausts
2. All exhaust must go through mufflers, we will test trackside decibels
3. UTV's must run a muffler

ALLOWED:

1. Diameter of pipes – open.
2. Length of mufflers – open
3. Style of mufflers – open

TESTING ISSUES:

1. Where tested - track side.
2. Distance from track- Closest spectator areas.
3. Maximum decibels – 95.
4. Testing anytime vehicle maybe on track
5. Testing scale - InterComp style dB'a' model #360015

ACR 34 –TURBO, BLOWERS AND SUPERCHARGERS

NOT ALLOWED

ACR 35 – TRANSMISSIONS

REQUIRED:

1. Every vehicle in competition must have a functional reverse gear.
2. Four-wheel drive vehicles must be capable of being driven through the front wheels.
3. Drive train in stock order. Engine, transmission, transfer case and differential.
4. Bolted directly to the engine. Exemption class 1900
5. Starter mounted in OEM location. Exemption Class 9 and grandfathered v6, I4 prolites
6. Park position

ALLOWED: Explosion proof bell housing. (recommended)

NOT ALLOWED:

1. Any bolt on under or over drives or gear splitter or planetary.
2. Air shifter
3. Lightened/light weight internal parts
4. Strapped Drive, truck pulling, Borg or Beck clutches
5. Remote accessory drives are not allowed. Exclusion class 9
6. Sequential gearboxes

AUTOMATIC SPECIFIC RULES

REQUIRED:

1. Steel conventional vane type, non-electric torque converter.
2. Must operate through a conventional torque converter.

ALLOWED:

1. Ferrous metal-based Billet replacement parts permitted direct drum, forward drum
2. 300M input shaft and intermediate shaft.
3. Minor Fly cutting face of forward drum. So, face can align input shaft centerline

NOT ALLOWED:

1. Trans brakes
2. Aftermarket gear ratios, Exclusion Class 9 and 7
3. Aluminum torque converter
4. Hubs, drums, planetaries, shafts and carriers made of non-magnetic materials. Parts that are not stock dimensions, lightening or removal of material.

ACR 36 – TRANSMISSION & FLYWHEEL SHIELDS

REQUIRED:

1. On front engine vehicles to protect the driver from exploding transmission, flex plate and flywheel components, S.F.I. approved
2. S.F.I. approved bellhousing case or 1/4” thick metal covering the top and sides of the bell housing. OEM or S.F.I approved flex plate shield.
3. Crankshaft to transmission input shaft shall be through a conventional style clutch or conventional vane type torque convertor
4. Clutch assemblies are limited to a maximum of three clutch discs.
5. All transmissions must manually change gears by a lever or shifter from a manufacturer. Electronic shifters and push button shifters are not allowed. Exceptions can be made for the disabled.

ACR 37 – DRIVE SHAFTS

REQUIRED:

1. On open drive shafts in front engine vehicles a retainer hoop 6” back from the front universal joint sufficiently mounted to secure the drive shaft in the event of joint failure. This hoop must be constructed of a 360-degree 1/4” x 2” steel strap or 1”x.095 tube.
2. Drive shaft must be painted white with car number 3” tall in black.
3. Retaining hoop is necessary on the front drive shaft of 4-wheel drive vehicles. Front and rear of shaft

NOT ALLOWED: Any driveshaft material other than steel.

ACR 38 – DIFFERENTIAL

REQUIRED:

1. The rear end assembly must be in stock location in truck classes.
2. Steel axles
3. Truck Rear differential must have a 1-1/2”+ inspection bung to identify the spool.

NOT ALLOWED:

1. Independent rear suspension in truck classes.
2. Quick change rear ends.
3. Axle housing tubes bigger than 3.25” o.d. on floater housing. In classes requiring **production** housing.
4. Axle housing tubes bigger than 4” o.d. on floater housing. In classes allowing **Aftermarket** housing.
5. Ring gears bigger than 9”. Exception OEM housing dana 60 all applicable truck classes. Also, exception class 9, 2.
6. Custom ring and pinion gear sets. Off the shelf only.
7. Limited slip or lockers
8. Aluminum or Magnesium axle housing
9. Cambered rear axle housing/hubs
10. Bird cages. Rear axle may not rotate separately from the axle housing mounts.

ACR 39 – COOLERS

REQUIRED:

1. Installation designed to prevent the oil from the cooler or its lines from blowing on the driver or co-driver in the event of a failure.
2. Shroud installation if necessary.

ALLOWED:

1. Cooling fans.
2. 5 – gallon auxiliary water tank to clean radiator.
With pressurized water jets. During the race.

NOT ALLOWED:

1. Electrical water pumps. Exception class 9.
2. Radiator or line close enough to the driver where if they burst the driver can be burnt. Lines and radiator must be shrouded from the driver. Hot water can do more damage than fire to a driver.

ACR 40 – HOSES

REQUIRED:

1. Acceptable condition of hoses.
2. Hoses securely clamped and/or safety wired.
3. Acceptable protection for any hose passing through the driver's compartment to protect the driver in case of hose failure. Hot fluids can cause severe burns.

ACR 41 – FUEL

Testing may include, but not limited to, dielectric constant, resistivity, specific gravity and Spectro analyzing.

ALLOWED: Any of the following commercially available gasolines may be used:

1. Service station pump fuel without ethanol
2. Racing gasoline as manufactured

NOT ALLOWED:

1. No oxygen bearing fuel, including alcohol or nitromethane is allowed.No blending
2. No additives
3. Pump gas with ethanol
4. Cooling of the fuel by any means

HOW TO TEST STATION PUMP FUEL FOR ETHANOL

To determine if ethanol is in the gas:

- a. On a test tube or olive bottle six or seven inches long, make a permanent line about two inches from the bottom.
- b. Fill with water to this line, then fill the tube to the top with gasoline.
- c. Cover the tube, agitate it, and let it stand. The ethanol and water will mix and separate out together. If the water level appears to have increased, the fuel contains ethanol and should not be used. Ethanol percentages of less than 5% can sometimes give a reading below the line. Therefore, any deviation in the water line indicates the presence of ethanol and should serve as a basis for rejecting the fuel. This simple test does not guarantee your fuel with pass tech.

ACR 42 – FUEL CELL MANDATORY

REQUIRED:

1. Secure mountings to the frame or floor with bolts and/or steel straps.
2. Rear mounted cells must have a chassis or body cross member of substance between it and the driver and be protected from ground obstacles. Fuel cell must be located behind the truck cab.
3. Use of a commercially manufactured fuel cell.
4. Bladder must be encased in a smooth casing consisting of aluminum .060", 20-gauge steel.
5. If the fittings are not built into or bonded to the skin of the cell they must be mechanically bound accomplished by an "O" ring or a flat joint.
6. All cells must have internal baffling with foam.
7. Acceptance of any fuel cell may be withdrawn.

NOT ALLOWED:

1. Fuel cells mounted outside of the frame rails.
2. Tank without bladder/liner or foam.

ACR 43 – FIRE SUPPRESSION SYSTEM

RECOMMENDED:

1. Approved on board 5lb + fire extinguishing equipment using dry foam, halon or cold fire. Nozzles should be in each two of these areas? minimum: occupants, fuel, auto trans, and engine.
2. Awning over 100 square feet has a valid flame certificate.

REQUIRED:

1. UL approved portable dial type 2.5-pound ABC rated dry chemical or 2.5-pound Halon 1301 extinguisher or larger in each race vehicle.
2. Must be fully charged and secured (quick release type) within each of the driver and co-driver.
3. One UL approved portable dial type (minimum 5 pounds) ABC rated dry chemical or Halon 1301 extinguisher or cold fire filled and charged extinguisher in each pit (any area for vehicle repair) within easy reach of anyone working on a vehicle. This extinguisher must be marked with either the vehicle number or and the driver's name. A \$10.00 fine will be imposed if the fire extinguisher cannot be produced upon request within 30 seconds.
4. **Trucks without OEM firewall/floorboard:** On board 5lb + fire extinguishing equipment using dry foam or halon. Nozzles should be in two of these areas minimum: occupants, fuel, auto trans, and engine. Also, there must be an access door on the right side of the driver's compartment. The door must be a minimum of 8 inches by 8 inches, painted red, labeled with minimum 1.0- inch white letters FIRE DOOR and fold down toward the rear or the outside of the truck and allow unobstructed access to the engine and transmission. The fire door opening mechanism must only be by a 2 inch by 2 inch butterfly wing quarter turn Dzus button and must be no more than 18 inches from outside of the vehicle. No push button or other styles are allowed.

NOT ALLOWED: Duct tape or other temporary means of securing.

ACR 44 – DRIVER’S ATTIRE SUIT

REQUIRED:

1. A manufactured ONE-PIECE SUIT of fire-resistant material that covers the entire body (excluding the head, hands, and feet). SFI Spec 3-2A/3 Two (2) layer suits. Or better.
2. Full length socks of fire-retardant material.
3. Full helmet skirt made of fire retardant material or approved fire-retardant head sock.
4. Fire resistant boots and driving gloves.

EXCEPTIONS:

6100 classes

- a. Exempt from SFI fire resistant gloves, motocross gloves required.
- b. Exempts from wearing SFI shoes. Then the option to use Suede skate shoes or leather boots required.
- c. Exempt from 2 layer race suit. Then the option to use one-layer (one piece) suits required.
- d. Exempt from needing SA rated helmets. Then option to use 2015 and newer motocross or m rated helmets required.
- e. exempt from Hans

RECOMMENDED:

1. Two (2) layers.
2. Nomex undergarments.
3. Single layer suits wear Nomex undergarments.

NOT ALLOWED:

1. Suits with holes, tears, rips, old or worn.
2. Oily and greasy suits.
3. Missing manufacturers or SFI labels.

HEAD AND NECK RESTRAINTS

REQUIRED:

1. Head and neck restraints are mandatory in all classes any time the vehicle is on the track.
2. Restraint certified to SFI spec 38.1
3. All restraints will be inspected before the race and must be deemed safe by IODA in order to race.
4. Used in accordance with the manufacturer's instructions.
5. It is the responsibility of the driver to ensure that his/her restraint is correctly installed, maintained, within date, and properly used.

RECOMMENDED: Manufactured within the last 5 years.

NOT ALLOWED: Dirty, stained, frayed, or damaged unit.

HELMET

REQUIRED:

1. A Snell Memorial Foundation, SA2015 or SA2020 approved helmet is required (green or orange sticker attached). Other color stickers may be approved in the future, if you have questions check with the technical committee. (Legal stickers are found inside the helmet only).
2. "D" rings or metal push and lock on straps.
3. Protect Snell label.

EXEMPTIONS: Classes: 6100 exempt from needing SA rated helmets. Then option to use 2015 and newer motocross or m rated helmets required.

RECOMMENDED: Painted on helmet: name, blood type, allergies and pertinent medical history.

NOT ALLOWED:

1. D.O.T. rated only.
2. Snaps or Velcro strap connections.
3. 2010 and older

EXPIRATION: The date code (2015) refers to the expiration of the certification, which is 10 years from the date shown. For example, a SA2015 helmet is acceptable until the end of 2025.

EYE PROTECTION

REQUIRED:

1. Drivers and co-drivers in all vehicles must have eye protection (goggles or shields)

NOT ALLOWED:

1. Vehicular movement without eye protection during race conditions.

ACR 45 – SAFETY NETS

REQUIRED:

1. Upper corners of nets on open vehicles must be fastened with steel mounting methods, i.e. bolts and eyelets, steel hose clamps or riveted to the inside.
2. Window net must be mounted to the inside of the roll cage, so the latch is at the top front of the window.
3. If the window net falls during competition, the driver must pull off and fix it.
4. Minimum 16 inch by 20 inch ribbon or SFI mesh style and must be mounted to the roll cage so the latch is at the top front of the window.
5. 2-year old or newer SFI rated window net in classes: 1900, 9, 2, 7.
6. Window net rods must be a minimum of 1/2" tube x .083"
7. Driver-side window net.
8. Passenger side window net in center seat buggies and UTV's
9. Track worker, the driver and co-driver/co-rider must be able to unfasten the netting unassisted in any vehicle position for emergency escape when the netting is to provide the emergency exit.
10. Occupants must have a minimum 2 exits they can escape in 3 seconds or less.

ALLOWED: Spring Rod or "race belt type" Latch System. These are the Only SFI approved removable net mounts.

NOT ALLOWED:

1. Fixed window nets to operating doors.
2. Automotive Seat buckle latch.

ACR 46 – SEAT BELTS & SAFETY HARNESS BELTS

REQUIRED:

1. Heavy duty five-point seat belt and shoulder harness for driver and co-driver/co-rider.
2. Metal to metal connections and fast release buckles.
3. Two 3” shoulder straps and 3” lap belt plus a minimum of one 2” anti-submarine strap.
4. Manufacturer’s name and date of manufacture on a label.
5. Clean belts are in like new condition and must be replaced after 5 years of the manufactured date. Dating proof is the driver’s burden if the date is not legible.
6. Adjustment buckles must be at least 1 1/2” from the seat to prevent chafing or loosening.

RECOMMENDED:

1. Seat belt replacement every year

NOT ALLOWED:

1. “Y” TYPE BELTS
2. Push button type releases
3. Dirty, stained, frayed or cut belts
4. Outdated belts
5. Surplus harnesses

ATTACHMENTS

REQUIRED:

1. Crotch strap mounted per manufacturer recommendation so upward movement of the belt is kept to a minimum.
2. Shoulder harness behind the driver approximately 4” below the top of the shoulders
3. Lap belts 2 1/2” ahead of where the seat and backrest meet.
4. All mountings must be directly to a structural member.
5. Mounting material must be hardened steel bolts at least 5/16” in diameter.
6. Belt hardware must be safety tied or cotter pinned.

ACR 47 – SEATS

REQUIRED:

1. All seats must be securely fastened to a structural member so as to allow no movement up and down, for and aft or side to side.
2. Seat construction must be such as to take the intended abuse of this type of racing.
3. A minimum of four (4) points are to be used in fastening any seat.
4. If the vehicle is set up for passengers, grab the handle for the passenger to hold on to. Minimum 7/8 tubing with bike or MX hand grips. Minimum 12” wide handlebar. May have a quick pin for adjustment or to push all the way in while exiting the car.

ALLOWED:

1. Any manufacturer. Off-road suspension, road race or full containment seats only.
2. Only in an approximate stock location.

NOT ALLOWED:

1. Stock type seats, folding seats, or racing seats with separate backs.
2. Seats mounted to the cab floor.
3. Mounting of seat cradle to any part of the cab.
4. Poly buggy seats or OEM seats.

ACR 48 – IGNITION SWITCH

REQUIRED:

1. A switch enabling the system and engine to be turned on or off within the reach of the driver and plainly marked in red IGNITION ON or OFF. As well as a second switch on the rear of the vehicle.

ACR 49 – BATTERY

REQUIRED:

1. One capable of turning the starter and starting the engine.
2. Securely mounted with metal tie downs
3. Lead acid batteries must be covered with a case sufficient to hold the entire acid content of the battery in a rollover. Gel cell, AGM, lithium batteries exempt from needing a case.
4. Any uncased batteries must have positive posts covered.
5. 12 – Volt battery(s) only
6. **Master disconnect switch** that will shut-off all electrical power, and the engine, must be labeled and located on the left dash panel, accessible by rescue personnel. The master on/off switch, making the switch easily identifiable.
7. **Trucks:** Master KILL switch must be labeled as such, have a red circle around it, be located on the left-hand side rear of, and must be accessible from the outside of the race vehicle. Switch centerline must be 8 inches inside the frame, 10 inches forward of the frame rear. Switch must turn counterclockwise for off. Red circle must be at least 1 inch wide.

NOT ALLOWED:

1. Batteries mounted in the driver's compartment (no fire wall between the driver and the battery)
2. Lithium (LIPO) batteries in truck classes.

LITHIUM BATTERY RULES

REQUIRED:

1. Mounted in a cool area kept under 140 degrees at all times.
2. Vibration damping mount. Foam or rubber lining at a minimum.

ALLOWED:

1. Use factory brand charger only. Or charge 10 amps or less.
2. Fresh air ducted to battery
3. Lithium-ion
4. LiFeP04 – Lithium Iron Phosphate

BRANDS ALLOWED:

1. Braille
2. Super Bee
3. A123
4. Lithium Pro
5. Antigravity
6. GreenLIFE
7. Go Lithium

NOT ALLOWED:

1. Any brand not listed without written approval from IODA tech.
2. Liquid organic material type
3. Mounted next to combustibles
4. Mounted within arm's reach of the driver. Unless in explosion proof vented housing.

ACR 50 – LIGHTS

REQUIRED:

1. All production classes must retain the headlight openings, but they must be closed with any flat material.
2. Must run one 2.5” + amber dust light minimum. Dust light mounted on vehicle centerline. Must be on all the time. Exemption ATV classes.
3. Extremely bright dust lights pointed at the ground. Be courteous to your fellow racers.

ALLOWED:

1. Working headlights or taillights with plastic lenses.
2. Headlight decals
3. Brake lights
4. Vehicles may have up to 4 small “accent” lights (or strips) per vehicle and may have one above chassis light, such as a lighted whip, not to exceed 12” in length.

NOT ALLOWED:

1. Glass headlights or tail light lenses.
2. Any lights that may interfere with another driver’s visibility
3. Strobing or flashing lights of any kind.

ACR 51 – STARTER

REQUIRED:

1. Capable of turning and starting the engine.
2. Starter must bolt in stock location with stock flange.

ACR 52 – ELECTRICAL SYSTEMS & COOLING SYSTEMS

REQUIRED:

1. Complete and functional generator or alternator, water pump (if applicable) and fan.
2. Belts tight enough to operate sufficiently.
3. Vehicles must be designed to be capable of starting on their own power.
4. All electrical switches must be located on the dash panel and clearly labeled. All switches should be black or silver except the ignition switch.
5. Vehicles with Electric fuel pumps must have oil pressure shut-off. Loss of oil pressure must automatically shut off the fuel pump. A momentary-on bypass may be installed. The momentary on bypass may be a push button, 2- pole starter button, which can be mounted in a position best suited to the driver. The oil pressure-sending units are Part # CARQUEST #53-33582 and Delco #25036938
6. All UTV's must use OEM wire harness and fuse panel.

ALLOWED:

1. Thermostatically controlled fans and accessories
2. Digital dash
3. OEM type one wire alternator in any make vehicle
4. Two ignition systems. One as a backup. Must be mounted side by side on the same panel. Any class with ignition boxes.

NOT ALLOWED:

1. Timing retard controls
2. Ignition box must be out of reach of the driver, but with rev control easily accessible to tech facing up or out for inspection. All wiring must be visible for inspection.
3. Magnetos, direct fire coil or crank triggers. Exemption class 9
4. Mini alternators. Exemptions class 9

ACR 53 – COMPUTERS

ALLOWED: Electronic ignitions

NOT ALLOWED:

1. On board computers or computer data gathering devices.
2. Cell phones in race cars during competition.
3. On board computers, micro-controllers, processors, recording devices, electronic memory chips, or traction control devices.

ACR 54 – ANTENNAS RADIO EQUIPMENT

REQUIRED:

1. A spotter with radio communication is mandatory. In classes, 9, 8, 4, 7, 2
2. Radios must be two – way voice communication type only
3. Either the driver or spotter (preferably driver) is required to have a Race Transponder Receiver (receiver/nitro bee) and/or radio setup to receive communication from Race Control. All classes.

NOT ALLOWED:

1. To transmit of frequencies in use by the official race or sanctioning bodies
2. Radio communication between team drivers.

ACR 55 – TIMING & SCORING

1. All classes are required to carry a functioning transponder. MYLAPS MX transponders will be used in IODA
2. The transponder must be mounted vertically, at a maximum of (4') about the track and no further forward than the front tire.
3. The transponder must have a clear view to the track with no obstruction's underneath.
4. Maximum operating temperature of the transponder should not exceed 122F
5. It is the entrants' sole responsibility to ensure the transponders are installed and functioning properly.
6. IODA will not be responsible for qualifying times and/or race finishing positions of vehicles with inoperative or malfunctioning transponders.

ACR 56 – VIDEO RECORDING EQUIPMENT

REQUIRED: IODA has rights to request racer in car footage for video production/driving calls. Right to confiscate footage in case of death or horrific crash to protect privacy or dignity of racers/fans involved.

ALLOWED: High quality video recording devices with sound.

ACR 57 – GRANDFATHERED VEHICLES

Part of or a complete vehicle with a rich race history that continual races throughout the decades. Though part of the vehicle is ruled illegal IODA wants them to continue to race on. Owned by a true racer sportsman. Who wants to just race and not update his or her vehicle to the times and changes of off-road racing. This was an unwritten rule created by longtime tech director and racer Terry Serverson and we want to carry on the tradition.

1. IODA will practice temporary and permanent grandfathering of vehicles and parts whenever possible to save racers money. Grandfather vehicles and parts will be listed in the rule book whenever possible.
2. Records of vehicles/parts grandfathered will be filled at IODA and racers regional series
3. When major rule changes happen in classes IODA will try to grandfather parts for at least one year.

ATV RULES

REQUIRED:

1. All machines must pass tech inspection and must be in safe working order.
2. Working front and rear brakes.
3. Rear 7x10 (L x W) plates on bumpers
4. 2010 helmet, eye protection, MX boots above the ankles, gloves. MX style pants and Jersey with number on back
5. Operational tether switches
6. Commercial racing nerf bars are required on all quads with webbing in good condition
7. Raceceiver

ALLOWED:

1. Any aluminum wheel combo
2. Any tire
3. Carbon fiber body parts and muffler only.
4. Titanium fasteners on chassis only.
5. Aftermarket shocks
6. Long travel suspension/widened quads

NOT ALLOWED:

1. Pit riding without a helmet 1st gear idle in pits.
2. Carbon fiber, titanium in other places than allowed.
3. Racing a different quad than you used in practice.

RECOMMENDED:

1. Dust light

CLASS A (450 open ATV)

ALLOWED:

1. 450cc max Quad size
2. Rider levels A-C

NOT ALLOWED:

Engine over 460cc

CLASS Z (Youth ATV)

REQUIRED

1. 90-250cc youth Quad
2. Age group 10-16

NOT ALLOWED: Engine over 260cc

Rzr 170/200 Stock

Defined as a Stock vehicle without modifications/upgrades unless stated in this rule book. Vehicles must be a manufacturer production model that is/was available to the general public. All new models/brands are subject to IODA approval. This is considered a Production based class with only the listed changes allowed. If this rulebook does not specifically say that you can do something, then it should be considered that change/modification is illegal.

Be sure to see ACR's (All Class Rules) for additional information/rules. -Drivers must wear approved Helmet, head and neck restraints, eye protection, fire suit and gloves (ACR 48)

-Drivers Window net mandatory. Polaris Ace-mandatory on both sides of the driver. (ACR 49)

-Rock screens are mandatory and must cover at least 50% of windshield on drivers side

-Roof Panel is mandatory with a minimum thickness of .060 thickness. -No Passengers allowed

-Must display race numbers on both sides and rear that are minimum 8" tall w/ class name

-180cc(Rzr 200), 170cc(Rzr 170) or 150cc(Ace) OEM engines with no modifications must be used

-Can use aftermarket air box/filter

-Must use Pump fuel

-Must maintain stock Clutch components (Drive roller Part # 0455010)

-No liquid lead acid batteries allowed.(ACR 53)

-OEM Key can be used as an Emergency Kill switch inside the cockpit, but must be clearly labeled and red in color. Does not have to be a "Battery Disconnect". Can be mounted anywhere inside, but the driver must be able to easily reach it while occupying the seat while full race ready.

-Emergency Safety Disconnect Switch facing rearwards mounted on the rear of the vehicle is required. Must have a Red circle around it and be clearly labeled ON/OFF. Must be wired in a way that it kills the engine and all electrical power. -Original or Aftermarket Wheels and Tires allowed as long as OEM overall Diameter is maintained. They must be readily available to the general public. No specialty or limited production allowed

-Aftermarket bumpers allowed

-Data Loggers are allowed (No aftermarket ECU or ECU tuning/flashing/programming allowed)

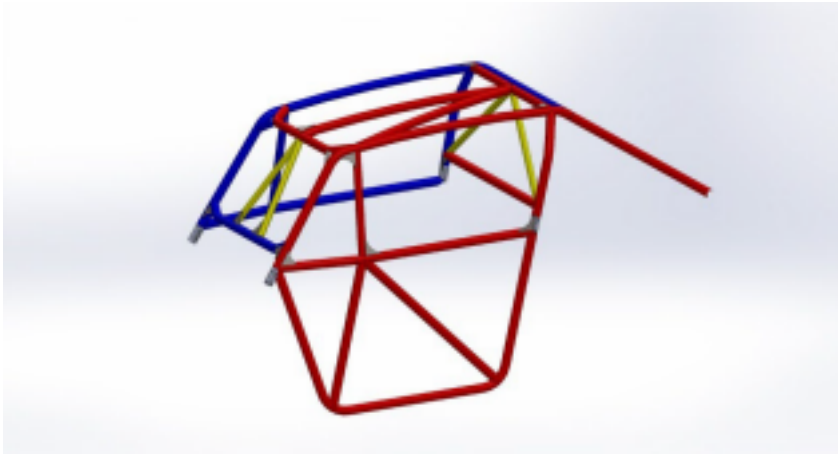
-Aftermarket A-Arms allowed as long as OEM shock locations are used. Vehicle must maintain OE style suspension(170 Single A Arm)

-Aftermarket Swing Arms allowed

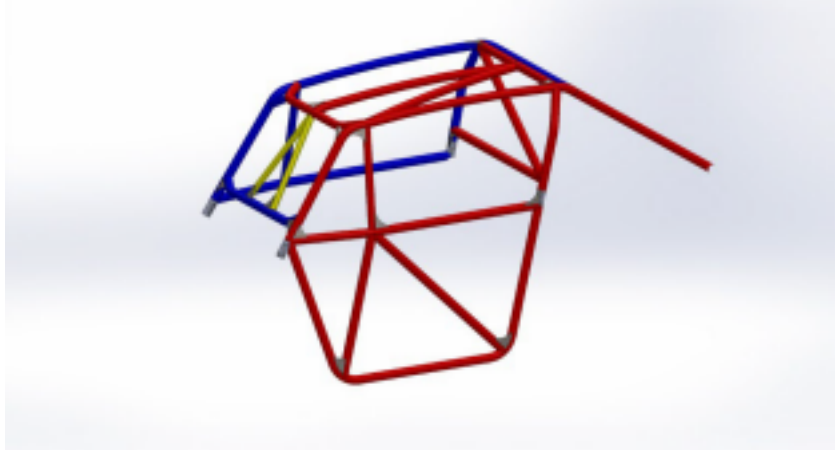
- Gusseting to Swing arms and Control arms allowed
- Aftermarket Shocks allowed as long as OEM mounting locations maintained
- Aftermarket Chain & Sprockets allowed (Must maintain OEM gearing) (Sparks Racing Chain Tensioner allowed)
- Aftermarket Exhaust is allowed
- Aftermarket Transmission Mount allowed (SuspensionDirect Part # UDCTM170)
- Aftermarket Pinion shaft and cover allowed (Cognito Part # 360-90074) -Rear box area plastics can be removed
- Steering wheel quick release allowed
- One Piece design seats recommended
- 5 Point Harness Required.(ACR 50)
- Must have Chase Light or OEM Brake/Tail Light assembly.
- ACR 58

Roll Cage and Chassis

Aftermarket Roll Cage is Mandatory, see below for details and specs.



Double Diagonal Design



Single Diagonal Design

Minimum roll cage tube diameter and wall thickness requirements

Red-minimum 1.250 x .095 (1-1/4 x .095)

Blue-minimum 1.250 x .083 (1-1/4 x .083)

Yellow-minimum 1.0 x .083 (1x.083)

Can use an Aftermarket roll cage that bolts to OEM cage mounting locations as long as any other connection point on the cage is welded.

It is highly recommended using .125 thick Steel plate or .250 thick Aluminum plate to be installed under the cockpit floor pan.

170/200 Limited

5-12 years old. RZR 170(up to 180cc allowed) RZR 200 and Hisun Strike 250 allowed.

- Minimum weights- RZR 170(170cc) 600lbs. RZR 170(180cc) and RZR 200 - 650 lbs. Hisun 250 - 715 lbs. Min weight is w/driver and race ready.
- OEM or a Stock Part means as delivered from the factory no modifications allowed. - Intake filters may be changed. Aftermarket stock type air filter element allowed. - All vehicles must use the OEM transmission and internals, Transmission casing may be reinforced, including Transmission Pinion bracing.
- Weight removal is allowed.
- If rear bed plastic is removed, the vertical portion of the bed plastic that extends up from the lower firewall must be maintained or must be replaced.
- Rear firewall is mandatory.
- Max fuel octane rating of 96 allowed
- Exhaust system, gearing, clutching can be changed or added.
- Aftermarket ECUs are allowed
- Seat harnesses 5pt are mandatory. Seat may be moved to the center of car. - Window nets are mandatory. If the driver's seat is on the left side, only the driver's side window net is required. If the vehicle is a center seat (RS1 style) then both sides. - Suspension upgrades are allowed, up to and including upgrading prior 2021 170 models to a dual a-arm front suspension.
- Bracing of OEM suspension locations is allowed.
- Aftermarket shocks that directly bolt to the OEM mounting locations are allowed. - Aftermarket roll cage is mandatory. See Figure above.

This is considered a Production based class with only the listed changes allowed. If this rulebook does not specifically say that you can do something, then it should be considered that change/modification is illegal.

570 UTV Stock

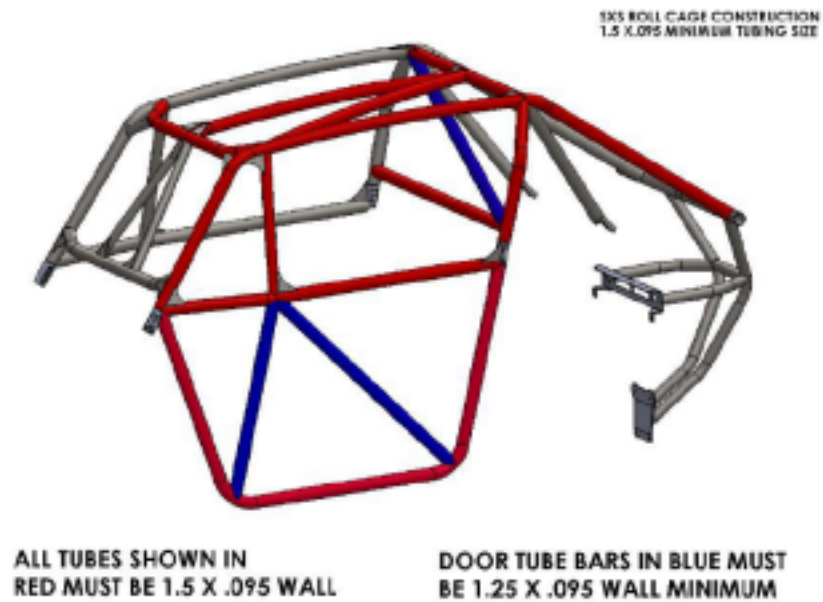
Defined as a Stock vehicle without modifications/upgrades unless stated in this rule book. Vehicles must be a manufacturer production model that is/was available to the general public. All new models/brands are subject to IODA approval. This is considered a Production based class with only the listed changes allowed. If this rulebook does not specifically say that you can do something, then it should be considered that change/modification is illegal.

Be sure to see ACR's (All Class Rules) for additional information/rules.

1. Driver window net is mandatory. (ACR 49)
2. Rock screens are mandatory and must cover at least 50% of windshield on drivers side
3. Drivers must wear approved Helmet, head and neck restraints, eye protection, - fire suit and gloves (ACR 48)
4. No passengers allowed.
5. Must display race numbers on both sides and rear that are minimum 6" tall w/ class name
6. Aftermarket Shocks allowed using OEM Mounting points
7. Gussets added to OEM Suspension Allowed
8. The 570cc engine must be used with no modifications.
9. Data Loggers are allowed (No aftermarket ECU or ECU tuning/flashing/programming allowed)
9. Must run Pump fuel
10. OEM clutch, Clutch Springs and weights may be changed
11. Aftermarket Muffler allowed
12. Radiator can be moved to the rear of the vehicle.
13. Rear box area can be removed.
14. Aftermarket tie rods are allowed
15. Roof panel mandatory minimum thickness .060
16. Original or aftermarket SxS tires only for 570 class. Tires must be readily available to all competitors. No limited production or specialty tires. Maximum Tire height - 26"
17. Rim size and offset may be changed.
18. Maximum width - 54"
19. No liquid lead acid batteries allowed.(ACR 53)
20. Aftermarket Racing type seat Mandatory. One Piece design only. Recommend Full Containment seats
21. 5 Point Harness Required.(ACR 50)

22. Must have Chase Light or OEM Brake/Tail Light assembly.
23. Aftermarket roll cage is mandatory. See Roll Cage Diagram Below - Cage can be bolted in place using stock mounting location.
24. Kill switch that turns off all electrical components and shuts off the engine must be clearly labeled and colored red. OEM Key switch can be used

Roll Cage Diagram



570 UTV Open

Open class will run with Stock 570 and scored separate. If more than 5 show for each class then they will be run separately.

Vehicles must be a manufacturer production model that is/was available to the general public. All new models/brands are subject to IODA approval.

This is considered a Production based class with only the listed changes allowed. If this rulebook does not specifically say that you can do something, then it should be considered that change/modification is illegal.

Open class is basically a “Run what you Brung” class. There are some stipulations to that statement(See below).

All Rules for 570 Stock apply to Open as well. Allowed changes to Open class are below.

- 570 OEM configuration. Any Mod allowed. Max CC is 626
- Aftermarket Carburetor or Throttle body allowed
- Transmission mods/upgrades allowed but must remain OEM case
- Aftermarket Clutches allowed
- Aftermarket Control Arms allowed
- Aftermarket Shocks allowed so long as they bolt to OEM locations
- Aftermarket Exhaust is allowed
- Aftermarket Wheels and Tires allowed as long as they are available to the General Public.

Mod Kart Technical Specifications
#200 to #299

This class is represented by a four-wheeled race vehicle powered by a 400cc Honda Quad engine. It is designated for drivers ages 11-17

TRUCK NUMBERS & MARKINGS

All Mod Karts will carry a 3 digit number starting with the #2. Examples: 218/262.

Numbers must be 6" or larger, presented on both sides of vehicle, 4" or larger on the front & rear of the vehicle & 12" or larger on the roof.

CHASSIS/ROLL CAGE

1. Mod Kart chassis are a spec chassis built by Ehren Precision Speed Products in Green Bay, WI
2. No modifications to the original design of the main frame/roll cage are Allowed except to add additional bracing if desired. No removal of original frame material is allowed.
3. All repairs to the frame or roll cage must be declared to TECH for inspection.

DRIVER COMPARTMENT

1. The driver compartment must accommodate the driver's ease to exit the vehicle.
2. The cockpit must be enclosed with a minimum thickness of 0.060" aluminum sheeting.
3. Firewalls or bulkheads should be installed to separate driver from fuel or engine fluids.

MEASUREMENTS & WEIGHTS

WHEELBASE:

1. Wheelbase length is 73" ± 1" and is measured from the center of the front wheel to the center of the rear wheel.

TRACK WIDTH:

1. Track width will be measured from the outside of the tire to the outside tire on the opposite side.
2. Front track width is 58-1/2"±1"
3. Rear track width is 57"±1".

OVERALL LENGTH

Overall length will be measured from the front point of the front bumper to the rear point of the rear bumper. Overall length is 121-1/2"±1".

KART WEIGHT

Minimum Kart weight is measured with driver included and for the Pro Mod Class minimum weight is 850 lbs.

ADDITIONAL WEIGHT/ADDED WEIGHT

1. All added weight must be painted white and marked with the Kart number
2. All weights must be mounted securely with a minimum 3/8" grade 8 bolt, with a lock nut or cotter key locked regular nut.
3. No added weight can be carried loose by the driver.
4. All weights measured as raced.

BODY AND FENDERS

1. A "Five Star Short Course Kart" body is required.
2. Body mounts must be sufficient to hold all panels in place during normal race conditions.
3. The body must be complete and in good condition at the start of the competition.
4. An aluminum hinged roof must be attached to the vehicle and secured down with rubber latches that are accessible to the driver.
5. Additional body mounts are allowed as long as they are loops with no protruding ends.

MUD FLAPS

1. All Mod Karts must be equipped with mud flaps behind the rear tires.
2. Mud flaps must be at least 1” wider than the widest part of the rear tires.
3. Mud flaps must be securely fastened to the frame or mud flap loop with bolts or screws with washers and locknuts.
4. Mud flaps cannot be attached to the body.

ENGINE

1. Engine must be a 400cc Honda Quad Motor from 1999-2011
2. If the engine is so equipped, reverse may be used.

Stock engine may be modified as follows:

1. Engine may be built up to a 440cc
2. No stroker motors allowed.
3. No titanium or exotic materials allowed.
4. No porting of the head or intake is allowed.
5. Head can use aftermarket valves & spring but must be stock size.
6. Flywheel must be stock, no lightening.
7. Must use a stock stator & pickup coil.
8. Can use an aftermarket CDI Box.
9. Normally aspirated engine only. No fuel injection, turbos, or nitrous.
10. Carburetor must remain stock. No porting or polishing. You can use a carburetor from the Honda TRX450R (Either 39 or 40mm).
11. Titanium valve spring retainers are allowed. This is the only exception to the exotic materials rule.
12. Engines may be rebuilt by anyone you choose.
13. Exhaust may be modified. Exhaust systems must have a muffler that has less than a 100 db noise limit, measured at more than a distance of 100’.
14. Any engine found to have been modified internally in anyway other than specified will be disqualified from the competition.

BUMPERS & NERF BARS

1. Bumpers should follow basic design as supplied from manufacturer (EHRENS).
2. All vehicles must run a front and rear bumper that is attached to The Kart.
3. Additional hoops, metal, gussets, etc. can be added but no material can be removed from
The original design.
4. Bumpers must be at least 36" wide and measure a minimum of 18" from
The ground to bottom of bumpers and 26" from the ground to top of bumpers.
5. All vehicles must run a left and right nerf bar or rub rail that is of loop design and attached to the frame. These should be at a height measured from the ground to bar of 18"±2"

•

FRONT SUSPENSION

1. All front suspension mount points have to remain in the same position as manufactured.
2. Front suspension must be of an A-arm design.
3. Limit of (1) one shock per wheel or corner.

REAR SUSPENSION

1. All rear suspension mount points have to remain in the same position as manufactured.
2. Rear suspension needs to be of a trailing arm design as manufactured.
3. Limit of (1) one shock per wheel or corner.
4. Sway bars are allowed.
5. Limiting straps are allowed.

STEERING

1. Steering rack has to remain in location and position as delivered from the manufacturer.
2. Power steering is allowed.
3. Steering quickeners are allowed.

SHOCKS & SPRINGS

1. One (1) shock allowed per wheel or corner.
2. Air shocks are NOT allowed.
3. Oil reservoir shocks are allowed.
4. Springs may be dual rate with a third tension spring if desired.

Shock lengths are limited to:

1. 8" Front shock travel
2. 8" Rear shock travel

BRAKES

1. Brakes are required on all (4) four wheels.
2. Brake system should be a dual (front/rear) system to provide brakes in the event that one end or the other loses brake function.
3. A proportioning valve is allowed to adjust front and rear brake amounts.
4. Brakes must be in safe working order and must remain in working condition for the entire event. If brake failure is encountered, repairs must be made before continuing in The competition.

ELECTRONICS, IGNITION

All vehicles must be equipped with an ON/OFF switch and a push button or master disconnect kill switch on the rear of vehicles, to be located in an open position for safety crew ease to shut down the engine if necessary.

1. Aftermarket ignition modules are allowed.
2. Data logging electronic equipment is allowed.
3. This equipment cannot control any functions of the vehicle.
4. Any brand or type of spark plug is allowed.

CLUTCH / GEARING

1. Clutch is open, can be factory or aftermarket.
2. Engine and transmission must be configured as manufactured.
3. The EHREN Mod Kart is equipped with a secondary gearbox. The gear ratio of this secondary gear box is limited to gear ratios/gear sets as produced by EHREN only.
4. All other gearing and gear ratios including the rear axle are open.
5. Chain drive is required. No shaft driven rear differentials.

WHEELS / TIRES

1. Front Wheel size: 10" x 5"
2. Rear Wheel size: 10" x 8"
3. Front Tire size: AT 21 x 7-10
4. Rear Tire size: AT 20 x 11-10
5. Wheels and tires can be any brand as long as sizes remain as stated above.
6. Bead lock rims are recommended but not required.
7. Plastic or foam rear wheel covers/plugs are allowed.
8. Cutting and siping of tires are allowed.

EXOTIC MATERIALS

No titanium or magnesium materials may be used anywhere in the vehicle.

RADIOS / SPOTTERS

1. All drivers must have radios to allow for two-way communication with their spotter.
2. Driver's radio must also be equipped with a race receiver set to the track frequency to allow the driver to hear any transmissions from track officials.
3. Each team is limited to one spotter per truck in the designated spotter stand.
4. Good sportsmanship is required of all race teams including their spotter. Any spotter displaying unsportsmanlike actions will be removed from the spotter stand and the driver will be docked 2 positions of race finish position.

TRANSPONDERS

1. All race vehicles must have a functioning transponder attached to the vehicle.
2. Transponders must be of a frequency compatible with the class being raced. It is the race team's responsibility to register the number of the transponder with series officials before any race event.
3. Transponders must be mounted on the outside of the right-side inner panel even or behind the driver's seat.

YOUTH SXS

The intent of the YOUTH SxS class is to serve as a beginning step to learn race procedures, and growing driver skill until moving into sportsman class competition.

Racers are to be 12-18 years of age as of June 1 st of the competition year. Youth SxS is a production based 1000cc naturally aspirated class, utilizing the rZR 1000 or rs1 platform that is a minimum one year old machine.

This is an entry level class and is not intended for purpose built race cars. Data logging using a GPS enabled data logger is required.

Refer to the class chart for legal changes/modifications.

These Side by Side (SxS) classes are production based, and as such if this rule book does not specifically say that you can do something, then you must consider that the change or modification is illegal

YOUTH SXS Rules:

- Race numbers are required on both sides of the vehicle and the rear of the vehicle; must be white background with black numbers and corresponding class name on every number plate. Minimum 6 inches tall.
- Anyone racing the Youth SxS class will not be eligible to run 170/200 SxS or Sportsman classes
- All cars must run Champ Off-Road supplied Polaris ECU tune, no other ECU tune is legal, ECU will be sealed, if seals are tampered with or altered in any way, it will result in a disqualification
- OEM shocks must be used, they may be revalved, and resprung.
- OEM axles must be used
- OEM tie rods and ends must be used
- All OEM suspension arms, and links must be used.
- Radiator maybe relocated to the box area
- Changing of fly weights, helix and springs is legal.
- 27 inch tire diameter maximum
- No grooving/siping of tires
- OEM exhaust with no modifications must be used.
- OEM intake must be used with no modifications including OEM air filter.
- OEM cargo box and plastic must be used in its entirety, no modifications may be done unless it is to accommodate the relocation of the radiator.
- OEM dash must be used, and gauge must remain in OEM location.
- Minimum ride height is 10"
- Fuel will be VP UTV96
- All other rules for full size SxS apply to this class including plating, and roll cage requirements. 184

CLASS 1900 STOCK UTV

CARS #1-1000

Defined as a STOCK class vehicle without modifications unless listed. Up to 1000cc production UTV chassis and engine. Vehicles must be a standard manufacturer production model that is currently available to the public in the USA. All new models and brands are subject to IODA approval.

ROLL CAGES

See ACR 1

BUMPER

ALLOWED: Aftermarket bumpers.

FIRE WALL

ALLOWED: replacing plastic panels with aluminum.

See ACR 4

WHEELBASE

Stock

TRACK

72.5" maximum

RIDE HEIGHT

8" minimum

WEIGHT

MINIMUM WEIGHTS:

1. RZR, Can-AM, Honda, Kawasaki: 1600 lbs. with driver
2. YXZ, Artic Cat, Textron: 1775 lbs. with driver.

STEERING

ALLOWED:

1. Steering quickener.
2. Aftermarket power steering.
3. Steering wheel quick release.

SUSPENSION

ALLOWED:

1. Aftermarket sway bars.
2. Aftermarket stock size control arms.
3. Gussets will be allowed on all suspension components: a-arm, trailing arms, swing arms, etc.

NOT ALLOWED:

1. Secondary suspension.
2. Widened suspension.
3. Wheel spacers.
4. Custom control arms.

SHOCKABSORBERS

ALLOWED:

1. Aftermarket shocks. Coil over or air.
2. Moving lower shock amount.
3. Aftermarket bump stop. See ACR 16

NOT ALLOWED:

1. More than one shock per wheel.
2. Hydraulic bump stop.
3. “Terrain sensing” shocks. See ACR 19.

BRAKES

ALLOWED: Aftermarket master cylinder, caliper and disk assembly, must be utilizing the OEM style fasteners in the OEM location.

NOT ALLOWED:

1. Turn brakes.
2. Brake bias adjusters.

WHEEL AND TIRES

ALLOWED: Bead locks

NOT ALLOWED: Wheels bigger than 15"

ROOFS

See ACR 24.

ENGINE

REQUIRED: Stock engine 1000cc max

ALLOWED:

1. YXZ and Artic Cat XX may update to the 2019 connecting rods.
2. All Polaris RZR may update cam buckets with OEM XP900 cam buckets, lash shims, and retainers. No modifications may be made to approved rod or piston kits other than file fitting ring end gaps.
3. Polaris RZR models may update to Carrillo rod part number 12949 marked with LP10000POL-R12 and JE pistons part number 363686 marked with LP1000POL-P1.
4. All vehicles may use an aftermarket manual timing chain tensioner in place of OEM tensioner.
5. All brands may replace the head/ cylinder bolts with direct replacement aftermarket aid kits or bolts provided that no modifications are needed to make the upgrade.
6. Yamaha 998 engines may use Polaris shim less valve buckets.
7. Valve jobs are legal provided no material above the seats is removed.

CARBURETOR

REQUIRED:

1. Stock throttle body.
2. Fuel delivery system as Stock and designed by factory.

ALLOWED: All vehicles may replace OEM fuel rail with aftermarket replacement as long as it serves no other purpose than to supply the fuel injectors with fuel provided they have IODA approval prior to a race weekend.

EXHAUST

ALLOWED:

1. Aftermarket exhaust.
2. Stainless.

MUFFLERS

See ACR 36

ALLOWED: Carbon fiber exhaust mufflers, cans and resonators.

AIR CLEANERS

Open. See ACR 37

TRANSMISSION

Stock and fully functional.

ALLOWED:

1. Cryo treating and/or polishing transmission.
2. CVT covers may be trimmed 4 inches from the rear most part of belt housing for heat mitigation purposes.

CLUTCH

Stock type.

ALLOWED:

1. Yamaha: coil spring conversion is allowed.
2. Aftermarket springs, weights, and helix are allowed.
3. Factory paddle shifters as delivered from the factory are allowed.
4. Yamaha may update clutch basket/ pressure plate/ clutch springs.

NOT ALLOWED: Retro fitting to other years, makes or models.

DIFFERENTIAL

Stock

ALLOWED:

1. Stock front and rear differentials must be from the model of vehicle used. Polaris models may reputable the sprag and armature plate in the front differential.
2. Aftermarket CV Axles.

COOLERS

ALLOWED: Radiators may be moved into the passenger cockpit, however, must be 100% shielded from the driver.

FUEL

MANDATORY: 96 octane rating or lower. See ACR 45

IGNITION

See ACR 57.

ALLOWED:

1. Flashed OEM factory ECU.
2. Aftermarket gauges/AIM/ motec in stock location with unmodified OEM plug protocols.
3. OEM key switches used for emergency shut off must be red in color and to the left of the steering wheel as the driver occupies the seat. Allowed but not recommended.

BATTERY

NOT ALLOWED: Liquid lead acid battery.

CLASS 13 (SPORTSMAN 2)

CAR #'S- 200-299

An unlimited two-wheel drive pickup vehicle capable of being driven through two wheels and built on a manufactured or tubular frame. Car or truck frame manufactured (i.e., Ford, Chevy, etc.) in quantities of at least 50,000 in a 12-month period and available to the public of the U.S.A.

*There are no limitations except the ACR'S and this document. Engine, Frame, and Body must be of ALL ACR'S APPLY.

CHASSIS

REQUIRED:

1. OEM type frames must extend from 3" in front of the forward most steering box bolt to the rear axle.
2. Engine centerline between the farthest forward spark plug and the farthest rearward spark plug must be in front of the driver's torso driving position.

ALLOWED:

1. Kicking of frame, front and rear, or shortening of frame.
2. All old tubular frame chassis trucks are allowed. Non-spec chassis wheelbase must be 113" minimum.

NOT ALLOWED:

See ACR

TRACK

Maximum track width 93 inches. See ACR 8.

WEIGHT

MANDATORY:

1. OEM chassis/non spec tube chassis trucks minimum front axle weight is 48% of total.
2. SPEC tube chassis trucks are also running 45% for 2023 season only.
3. Minimum 3,600 lbs. See ACR 33.
4. 10 lbs. per cubic inch.

SUSPENSION

REQUIRED:

1. All four corners must be coil over suspension on tube chassis trucks.
2. OEM chassis trucks allowed any OEM style suspension for that chassis. Quarter elliptical springs allowed in rear.
3. Front wheel travel limit is 18 inches maximum. Rear wheel travel limit is 20 inches maximum. On tube chassis trucks only.
4. OEM chassis trucks have no wheel travel limits.
5. Four link rear suspension only. 4 links at the chassis side. 4 or 3 at the axle housing. Meaning 1 or 2 ends on top of the center axle housing.
6. Bird cages. Rear axle housing may not rotate independently of pivot points.

SHOCKS

ALLOWED:

1. Shocks may have external bypass tubes and reservoir cans.
2. Hydraulic bump stops 6" travel max.
3. Trailing arm mount rear shocks.
4. 1 spring stack per corner with a maximum of 3 springs on 1 coil over stock.

BODY

ALLOWED:

1. Body of stock production appearance in size, shape, and configuration of any year (for tube chassis trucks only).
2. OEM chassis trucks may run the same year body or any newer body than chassis manufacture date.
3. Air cleaner popping thru hood, but no scoop.

VEHICLE INTERIOR

See ACR.

WHEEL AND TIRES

D.O.T. ONLY. SEE ACR 5.

DRIVETRAIN

ALLOWED:

1. 10" ring gear but must remain Ford 9" gear housing.
2. Engine setback 42 inches max from the front spindle center line to front of the mid plate.
3. Spool type differential only.
4. Dry sumps.
5. 410 spec engines.

NOT ALLOWED:

1. The centerline of the crankshaft is less than 8 ½ inches above the lowest part of the frame rail. Measured from the front of the engine.

EXHAUST

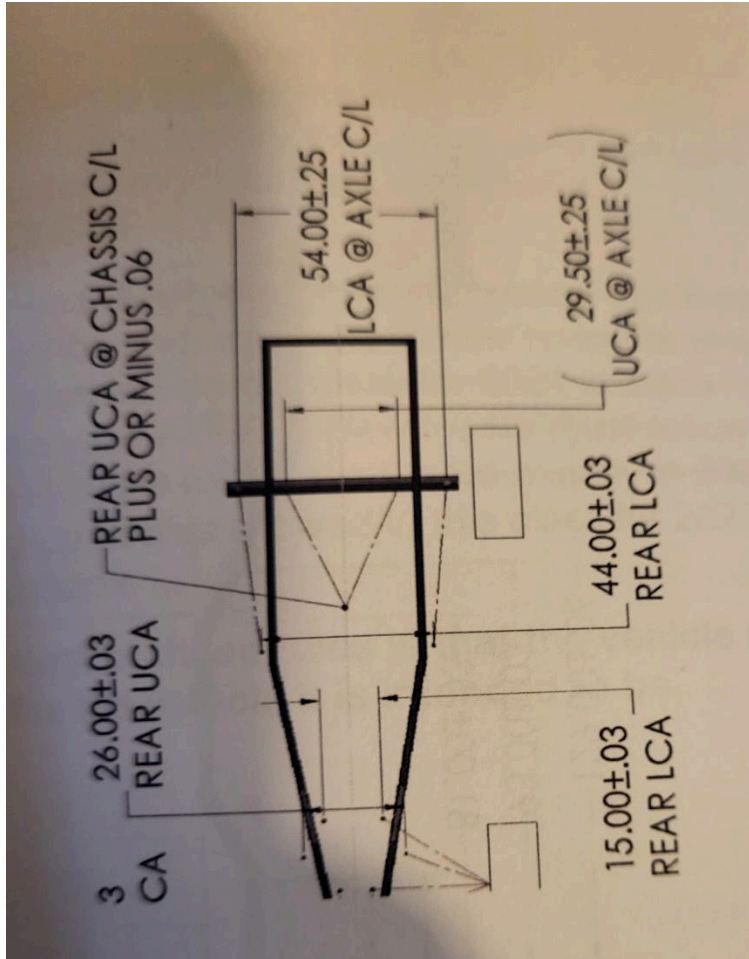
ALLOWED:

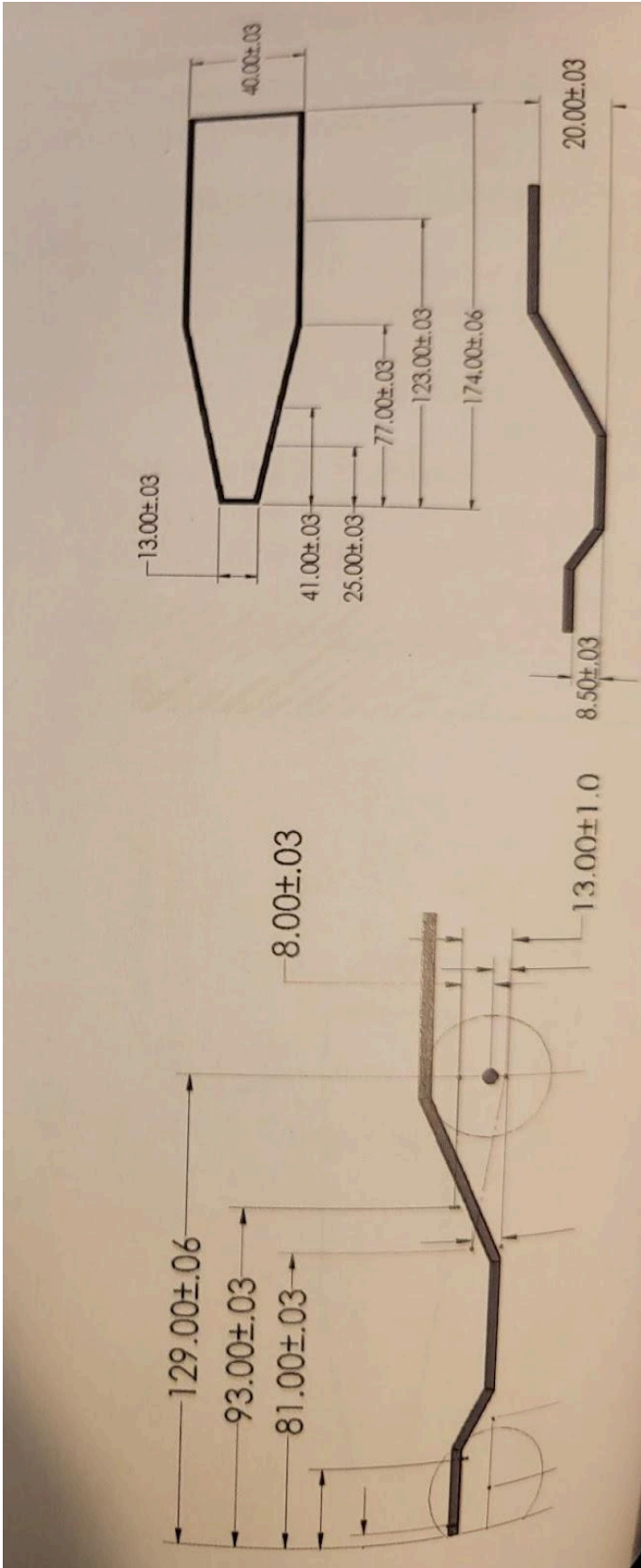
1. Crossover headers.
2. Max 1-7/8" header size.
3. H pipes, x, or y exhaust.
4. Tri-y collectors, merge collectors.
5. Stepped headers.
6. Store bought headers and collectors.
7. Coating headers.
8. Stainless.
9. Custom.

NOT ALLOWED:

1. 180 headers, collectors cannot share tubes from both sides of the engine.

TUBULAR (PRO 2 TYPE) SPEC CHASSIS PRINTS





CARBURETOR

ALLOWED:

1. Maximum of one 1450- four barrel.
2. Any air cleaner.
3. Any fuel pumps.

NOT ALLOWED:

1. Fuel injection.
2. Water or vapor injection systems.

MANIFOLD

Open

NOT ALLOWED: Custom intakes.

TRANSMISSION

See ACR 38.

REQUIRED: Production three speed automatic.

ALLOWED:

1. Auto aftermarket gate shifter.
2. Maximum ½" engine to transmission mounting plate.
3. Chevy TH400 in any make chassis with standard gearing (2;48, 1:48, 1:0)
4. Two finned auto transmission coolers and/or any amount of billet type or line coolers.
5. Aluminum and/or manual valve body.
6. Aftermarket transmission body.

NOT ALLOWED:

1. Manual transmission.
2. Transmission from a different manufacturer as the engine. TH400 is the only exception.
3. Aftermarket gear ratios.
4. Aluminum torque converter

DIFFERENTIALS

ALLOWED:

1. Aftermarket Ford 9" full floater rear housing, with aftermarket rear hubs.
2. Any gear ratio is allowed in the differentials.
3. Rear differentials must be solid steel spool type only. Front must be open.
4. Aluminum 3rd members.

COOLERS

See ACR 43.

ALLOWED: aftermarket direct replacement water pump.

IGNITION

See ACR 53.

ALLOWED:

1. Aftermarket stock type single point or HEI ignition system only.
2. Spark must be activated through the distributor.
3. Ignition box is optional. MSD 6AL or 6ALN ignition box only.
4. Any aftermarket coils.
5. Carbureted LS on Chevy chassis with OEM type ignition or Ford distributor kit. MSD 6014 box for OEM ignition.

FORMULA 4X4

PRODUCTION- Short Wheel base (108 inch max wheel base) Vehicles built from a four wheel drive vehicle. A production short wheel base four wheeled utility type vehicle manufactured in a series available to the public in the U.S.A over a 12 month period in quantities of 50,000 and capable of being driven through all 4 wheels. Body, chassis, and engine must be available from the same factory. All components must remain stock unless modifications are allowed.

ALL ACRS APPLY

The intent of these rules is that the vehicle must look like it is intended to be.

REQUIRED:

1. Wheelbase must be minimum 96” to maximum 108”
2. Track width maximum 82” measured from the outside most edge of the tire/wheel combo at ride height and any time before or after the race.
3. OEM full size SUV frame including jeeps, scouts, etc.

ALLOWED:

1. Stock frames must be used. Strengthened or plating allowed

NOT ALLOWED:

1. Shortening or lengthening frame between suspension mounts front and rear.

TIRES/WHEELS

1. Maximum tire diameter 33x12.50
2. Maximum wheel diameter 16"
3. Bead locks allowed

WEIGHT

REQUIRED:

Minimum weight of 3500 pounds before or after the race with the driver regardless of body condition or mud.

Vehicles with motors over 400 cubic inches or aluminum heads must weigh minimum 4,100 pounds regardless of body condition or mud

STEERING

ALLOWED:

1. Any OEM steering box may be used, provided it is mounted in the approximate location as stock and the pitman arm location does not change significantly. Internal modifications allowed
2. Steering pump and reservoir may be any manufacturer but must be belt driven.
3. Steering quickeners
4. Any aftermarket steering wheel, shaft, and u-joints

SUSPENSION

REQUIRED:

Suspension parts and locations must remain in stock location.

ALLOWED:

1. May add custom 3 or 4 link straight front axles or rear axles and run coil overs. Moving suspension mounts only in these instances.
2. 2.0 Hydraulic bump stops 4" maximum travel .
3. Rear aftermarket rear sway bars.
4. **Coil over shock suspensions:** wheel travel maximum 14" front or back. Measured metal stop to metal stop at center of the wheel
5. **Stock spring size suspension:** Wheel travel maximum 16" front or back. Measured metal stop to metal stop at center of wheel.
6. **Aftermarket upper A-arms:** Round tubing construction only. Consisting of 2 threaded male heim joints in stock location on chassis.
7. Any truck or SUV stock front spindle.
8. A-Arms must remain within 2 inches from stock configuration,

NOT ALLOWED:

1. Active suspension
2. Lengthened Ford TTB Arms
3. Secondary suspension
4. Relocated suspension and/or chassis mounts.
5. Aftermarket or custom front spindles

SHOCK ABSORBERS:

ALLOWED:

1. Four (4) 2" shocks per corner max.
2. Internal floating piston reservoirs and remote reservoirs.
3. Shocks larger than 2" are limited to 1 shock per wheel.
4. Mounting shocks to axle housing and A-arm only. Exemption Front radius arms may have shock mount on trucks with OEM springs.
5. External bypass, single shock per corner on stock spring size/location suspensions. 10" maximum travel.
6. Coil over spring stack is allowed per corner with a maximum of 3 springs on 1 coil over shock.

NOT ALLOWED:

1. Shocks bigger than 3" body on vehicles up to 4,000 pounds 3.5" shocks maximum on vehicles over 4,000 pounds

BRAKES

ALLOWED:

1. Bias adjuster or proportioning valve.
2. Aftermarket calipers
3. Aftermarket pedal assembly.
4. Braided brake lines.
5. Aftermarket brake rotors

NOT ALLOWED:

1. Brake rotors bigger than 11.75"x1.25"
2. Anti lock systems electrical or mechanical.
3. More than 1 brake pedal.

BODY:

REQUIRED:

1. Factory cab with shape, size, configuration, and appearance. Full size SUV Body
2. Body can be newer or older than the chassis but must be the same as the motor/chassis.

ALLOWED:

1. Any aftermarket material commonly used for doors, hood, fenders, pick-up side panels, and cab corners.
2. Stock roof +/- 1"
3. Removal of tailgate or hatch door

NOT ALLOWED:

1. Hard top removal, except Jeep Wrangler style bodies.
2. Shocks may not protrude through the hood, fenders, or roof

DOORS

ALLOWED:

1. Any material in stock location.

ENGINE

REQUIRED:

1. Rear most part of the engine block must be within 41" of the front wheel spindle centerline.
2. No Aluminum blocks
3. No big blocks
4. No titanium parts

OIL SYSTEMS

NOT ALLOWED:

1. Dry sump systems

TRANSFER CASE

MUST STAY ENGAGED IN 4X4 AT ALL TIMES

ONLY 1:1 RATIO ALLOWED FROM INPUT TO OUTPUT SHAFT

ALLOWED:

1. Aftermarket housing
2. Solid front axle trucks can run OEM Borg Warner Quadra trac.

NOT ALLOWED:

1. Any underdrive or overdrive unit, except for normal transfer.
2. Viscous drive. Exemption OEM unit on solid front axle trucks.
3. Any driveshaft material other than steel
4. Ability to shift transfer case into 2 wheel drive during race.
5. No electric connected to or passing through the transfer case

DIFFERENTIALS

ALLOWED:

1. OEM GM front ¾ ton differential allowed on all A-arm chassis
2. Solid front axle trucks can run lockers or limited slip differentials
3. Custom length axles on front A-arm trucks.

NOT ALLOWED:

1. Aftermarket CV axle assemblies or drive parts on A-arm trucks.

COOLING SYSTEM

ALLOWED:

1. 1 or 2 aftermarket radiators. Mounted in front of the engine or as far as possible behind the driver.

IGNITION/GAUGES/ELECTRONICS

REQUIRED:

1. 6500 RPM rev chip.
2. No crank fire ignitions

TRANSMISSION

1. No over or under drives allowed
2. No viscous drive units allowed

CLASS 4 RULES

1. Any 4 wheel drive pick-up truck or sport utility style vehicle
2. The body must match the silhouette of a vehicle produced of at least 5,000 per year
3. Must have a full body made of steel, aluminum, or fiberglass
4. Maximum track width 93 inches
5. Maximum wheelbase 129 inches no minimum
6. Must comply with all ACR's and safety rules

SUSPENSION

1. Coil or leaf springs allowed
2. Coil carriers allowed
3. 3 or 4 link bars, sway bars, or wrap up bars allowed
4. Maximum wheel travel is 18 inches front 20 inches rear
5. Minimum ride height 10 inches (pre or post-race)
6. 4 inch travel bump stops allowed
7. 1) 3" 1) 2 ½" or multiple 2" shocks per wheel
8. Coil over remote reservoir and bypass shocks allowed
9. No air shocks or air springs allowed

VEHICLE WEIGHT

1. Pre-race minimum weight of 10 pounds per cubic inch with driver
2. Pro 4's that raced 2022 and prior must be 11 pounds per cubic inch with driver
3. Minimum weight of 4,000 pounds Maximum weight 4,999 pounds
4. No less than 48% on front weight distribution

ENGINE

1. Engine must match body manufacturer (example Ford/Ford)
2. Single 2 or 4 barrel carb only (fuel injection for 2024 season in the development stage)
3. Flat top pistons only
4. Aluminum or cast iron intake manifolds only. Intake carb flange must be 4150 style (dominator intake manifolds not allowed)
5. Production style only aluminum or cast heads allowed (Ford Windsor engines must use Ford Windsor style heads only.
6. Production style cast iron blocks only. No aluminum blocks allowed
7. Porting of cylinder heads and intake manifolds Allowed
8. Dry sump systems allowed
9. Engine transmission transfer case in that order only
10. Up to a 2" carb spacer
11. Max 430 CID

FUEL/IGNITION

1. 110 Octane max **NO** Additives.
2. MSD 6AL, 6ALN only all wiring subject to inspection
3. Max 7,000 rpm chip allowed (rev chip is subject to change for the spirit of competition)
4. Ignition system must be mounted out of reach of the driver
5. Dual ignition system allowed
6. If using a electric fuel pump must follow ACR safety switch rule

EXHAUST

ALLOWED:

1. Crossover headers
2. Max 1 7/8" headersize
3. H pipe, X, or Y exhaust
4. Tri-y headers, merge collectors
5. Stepped headers
6. collectors
7. Coated headers
8. Stainless headers
9. Custom headers
10. Store bought headers and collectors

TRANSMISSION

1. Aluminum or cast iron production units only
2. Aluminum torque converters or drive drums are not allowed
3. Stock gear ratios only
4. No manual or sequential transmissions allowed
5. Must maintain all positions of the transmission

TRANSFER CASE

1. Aluminum or cast iron cases only
2. No external under-drive or overdrive aftermarket units allowed
3. Variable control of cases are not allowed
4. Must be fully engaged in 4-wheel drive at all times
5. Changing of internal gearing to under-drive front end allowed

CLASS 6 (CLASSIX)

Car #'s 600-699

A two-wheel drive four wheeled passenger type production vehicle that has been series produced in quantities of at least 50,000 for a twelve- month period and available to the public of the U.S.A. All components must remain stock unless modifications are allowed.

Cars and SUVs that formerly raced class 6 (classix) since its inception are currently grandfathered into the class for 2022 at class rep's discretion see ACR 58. New cars must follow rules. All cars must follow the rules exactly in 2023. Class 6 SUVs allowed to run in F4x4 also (but not only F4x4, must still race class 6) without modification for 2023. See MG31.

ALL ACR'S APPLY.

ALLOWED:

1. Sedans, coupes, station wagons.
2. Sports utility vehicles (i.e., Pathfinders, full size Blaze, etc)
3. Vehicles such as an El Camino will be considered a traditional car.
4. Four-wheel drive vehicles or frames manufactured as a four-wheel drive. Must disable front wheel drive.

NOT ALLOWED:

1. Convertibles, air-cooled VW, or Porsches.
2. Changes made that are not mentioned in this document.

CHASSIS

Factory installed chassis must be maintained. Any American OEM full body rear wheel drive passenger car, 1964 or newer, full frame or unibody. Minimum 107.5-inch wheelbase, maximum one inch difference from side to side.

ALLOWED:

1. Strengthening of chassis and frame by addition of material. Stock chassis only.
2. Stock wheelbase measurement must be retained plus(+) or minus (-) 2".
3. Tie rear frame to front frame on unibody cars.

NOT ALLOWED:

1. Removal of any part of the frame. Except minor removal for front tire clearance on car chassis.
2. SUV wheelbase over 110"

FLOORBOARDS

See ACR 5. May be removed and replaced with complete floor skid plates.

WEIGHT

See ACR 33

1. 4- or 6- cylinder cars must weigh GVW plus 200 lbs. or 3,000 lbs. whichever is more.
2. All V8 cars must weigh a minimum of 3800 lbs.
3. All SUVs must weigh 4000 lbs.

STEERING

Stock concept for chassis.

ALLOWED:

1. Recirculating ball, rack and pinion etc. as on the vehicle and must stay in the same location.
2. Tie rods, tie rod ends, ball joints, pitman arms, etc., all parts may be strengthened or replaced.
3. Any steering wheel but position must be within three (3) inches of the stock location.
4. Power steering.
5. Steering quickener.
6. Any aftermarket steering wheel, shaft, u-joints.
7. Chassis that originally have rack and pinion steering may use OEM rack mounted in the stock location or dummy rack moved by Saginaw steering box with a pitman arm.
8. The steering pump and reservoir may be of any manufacturer but must be belt driven.

FRONT AND REAR SUSPENSION

Stock concept.

ALLOWED:

1. Stock suspension pieces must be maintained but can be from any vehicle in that manufacturer's passenger series.
2. Original concept of suspension must be maintained: A-arm, I-beam, McPherson strut, etc.
3. All springs must retain original concept such as leaf, coil, torsion bar, etc.
4. Any capacity or spring rate. Longer springs are allowed only if they attach to a stock frame location.
5. Any ball joints.
6. Travel limit 12" front 15" rear maximum.
7. Strengthening by addition of metal to parts (not modification) such as A-arm and mounting points.
8. Stock location only.
9. Torsion bar front suspensions or Non-functional solid front axles on SUV chassis.
10. Any OEM spindles. Any modifications for strength.
11. Suspension mounts moved +/- 1" on the frame.
12. Custom car rear trailing arm's 22" max length.
13. Any OEM or aftermarket upper A-arm.

14. I-beam SUV must use stock 2wd truck ½ ton beams and mounts must be in stock location. Radius arms must be ½ ton only.
15. Two Anti-wrap bars on rear leaf spring suspension. See ACR 54.
16. 2.0 hydraulic bump stops. 4” maximum travel.

ALLOWED:

1. Coil-over shocks may be used in place of factory struts.
2. Four 2” non-revalveable non take apart shocks per corner can be used max.
3. Three 2” revalveable take apart race shocks per corner can be used max.
4. Internal floating pistons reservoirs and remote reservoirs are allowed.
5. Shocks larger than 2” are limited to one shock per wheel. Exceptions: one 2.5 and one 2.0 per wheel.
6. Mounting shocks to axle housing, a-arm, or leaf spring U-bolt plate.
7. External bypass, single shock per wheel on vehicles running stock spring sizes.
8. Internal floating pistons reservoirs and remote reservoirs are allowed.

NOT ALLOWED:

1. Shocks in the driver's compartment without an approved safety shield.
2. Sport utility vehicles may not have shocks protruding through the hood.
3. Shocks that may be adjusted remotely while in motion.
4. Shocks bigger than 3” body on vehicles up to 4,000 lbs., 3.5” shocks max on vehicles over 4,000 lbs.

BRAKES

ALLOWED:

1. Bias adjuster or proportioning valve.
2. Aftermarket calipers.
3. Aftermarket pedal assembly.
4. Braided brake line.
5. Aftermarket
6. Aftermarket brake rotors.

NOT ALLOWED:

1. Brake rotors bigger than 11.75”x1.25”
2. Turning brakes.
3. Aftermarket front hub or hub rotor combo.
4. Aftermarket front brakes or rotors.

WHEEL AND TIRES

See ACR 5. Any wheel and tire that does not extend beyond the body line as viewed from above.

ALLOWED:

1. In ACR
2. Bead locks
3. Wheel spacers and adapters. Max 2"

BODY

REQUIRED:

1. Original shape, size, configuration, and appearance.
2. Stock mounting and original location must be maintained (no change lateral, horizontal or vertical).
3. Doors, hoods and fenders must be in stock location.
4. Tops (hard or soft) are not required. See ACR 30.
5. Trunk lids remain intact.

ALLOWED:

1. Protrusion of shock mounts and air scoops through the hood except for Sport utility vehicles.
2. Additional mounts and strengthening material may be added.
3. Material of hoods and decklids may be of any type.
4. Completely gutted OEM body. Stock appearing.
5. Fiberglass front fenders.
6. Removable factory top may be removed.
7. 4 door car bodies may be chopped down to fit 2 door chassis. Must be neat.
8. Installing older classic car bodies and muscle car bodies on different make cars. Must remain the same make all other parts regardless of the body make.
9. Any material for the body but must be exact duplicate.

NOT ALLOWED:

IMCA modified type bodies.

DOORS

See ACR 29.

ALLOWED:

1. Inner door panels may be removed for installation of door side bars.
2. Aluminum or fiberglass.

FENDERS

ALLOWED:

1. Enlargement of wheel openings (not more than 4" removed with a 2" fender flare maximum) for tire clearance. Body Lines must be maintained.
2. Vehicles with full rear skirts may remove more but must have the prior approval of the Technical Director.

VEHICLE INTERIOR

ALLOWED:

1. Pedal assemblies, fore and aft, approximate stock location.
2. Dash optional.

ENGINE

ALLOWED:

1. Only the same type as installed in the vehicle or offered as an option for the series.
2. LS engines no larger than 6.0L Must be carbureted
3. Aluminum heads

NOT ALLOWED:

1. Relocation.
2. Motor moved from the stock location for the motor and frame being used. Motor must be on stock centerline to chassis.
3. Aluminum blocks

EXHAUST

NOT ALLOWED:

180 headers. Collectors cannot share tubes from both sides of the engine.

ALLOWED:

1. 180 headers.
2. Crossover headers.
3. H pipes, x or y exhaust.
4. Tri-y collectors merge collectors.

NOT ALLOWED:

1. Custom built headers.
2. Stepped headers.
3. Stainless headers.
4. Anti-reversion headers.

OIL SYSTEMS

ALLOWED:

External wet sumps.

NOT ALLOWED:

Dry sumps.

TRANSMISSION

REQUIRED:

1. Production three speed automatic or production manual transmission.
2. OEM manual: working disc-type clutch inside an explosion-proof steel bellhousing. Bellhousing can have only a hole for throw out bearing lever or hose, must be 270 degrees around top of clutch and flywheel area.

ALLOWED:

1. Manual transmission.

NOT ALLOWED:

1. Internal modifications to manual transmission.
2. In ACR

CLUTCH AND DRIVE PARTS

ALLOWED:

Aftermarket steel clutch assembly minimum 5.5" steel or aluminum housing only.

DIFFERENTIAL

ALLOWED:

1. Any automobile production housing from a production series and third member for rear axle assembly.
2. Any gear ratios, axles, etc.
3. Original track width plus (+) or minus (-) two (2) inches. See ACR 47.
4. Full floater rear housing with aftermarket grand national type rear hubs. See ARC 39.
5. Rear differentials must be steel solid spool type only.
6. Aluminum 3rd member.

COOLING SYSTEM

ALLOWED:

One or two aftermarket radiators. In front of the engine or far behind the driver.

NOT ALLOWED:

Cooling systems and shrouding outside body lines.

FRONT/REAR AXLES

1. Any front gear ratio allowed open carrier only
2. Rear axle must have spool
3. CV joints allowed on front axle shafts

BRAKES

1. No restrictions on rotor or caliper size
2. Only 1 brake pedal that must stop all 4 wheels

WHEELS/TIRES

1. 10"x 15", 10"x16" and 9"x17" wheels allowed
2. Bead locks with recessed bolts allowed
3. Max tire size is 12.50"x35"
4. Inner liners not allowed
5. DOT or project tires allowed minimum tire pressure 13 psi

CLASS 7S BRO-LITE

CAR #'S 700-799

A two-wheel drive four wheeled vehicle known as a mini or mid-sized pick-up. It must be a stock production vehicle that has been produced in quantities of at least 50,000 for a twelve-month period and available to the public of the U.S.A. **All components must remain stock unless modifications are made in this document. This is a stock production class and or rust maintain engine, body and chassis combinations.**

ALL ACRS APPLY.

The intent of these rules is that the vehicle must look like the vehicle it is intended to be.

CHASSIS

Factory installed chassis maintained for a specified year. See ACR 2.

REQUIRED: Track width maximum 68" measured from outside most of the tire/wheel combo at ride height any time before or after race. (see ACR 8).

TRUCKS ALLOWED:

1. 1982-2004 Chevrolet S-10 (GMC S-15).
2. 1983-2012 Ford Ranger (Mazda B).
3. 1985-2004 Nissan Hardbody (Frontier).
4. 1984-2004 Toyota Hilux (Tacoma).
5. 1987-1996 Dodge Dakota.

SUVS ALLOWED:

1. 1983-2005 Chevy S-10 Blazer (GMC Jimmy).
2. 1984-1990 Ford Bronco II
3. 1993-1997 Honda Passport (Isuzu Rodeo).
4. 1985-1995 Nissan Pathfinder.
5. 1984-2001 Toyota 4runner.
6. 1984-2001 Jeep Cherokee (XJ).

ALLOWED: Any other models that fit rules bellow with written approval from class rep and IODA.

FIREWALLS

REQUIRED:

1. Must be stock and in the same location with no removal of material allowed.
2. Rear skinned SUV must have sufficient firewall behind occupants. See ACR 4.

ALLOWED: Tires clearance “tubs” may be added to the front firewall but can only be the minimum required to clear the tires.

FLOORBOARDS

REQUIRED: SUV body trucks must leave the truck floor and firewall intact. See ACR 5.

WEIGHT

See ACR 10.

1. 4-cylinder trucks with engines less than 2.5 liters must weigh at least 2600 lbs.
2. 4-cylinder trucks with 2.5-to-2.7-liter engines must weigh at least 2800 lbs.
3. 6-cylinder trucks with engines less than 3.0 liters must weigh at least 3200 lbs.

STEERING

ALLOWED:

1. Strengthened with additional material but must be in approximate stock location.
2. Tie rods, tie rod ends, relay rods, turning arms, pitman arms may be strengthened or replaced but location and operation must remain the stock parts.
3. Any steering wheel but position must be within 3” the stock location fore and aft. No side to moving.
4. Steering quickeners.
5. Any aftermarket power steering pump or reservoir is allowed.

NOT ALLOWED: Change of original concept or location.

SUSPENSION

Stock production.

REQUIRED:

1. Stock suspension parts only must be maintained as delivered on that chassis from the original manufacturer. Mountings and location stock only.
2. Suspension parts must remain stock as on the delivered chassis such as A-arm, I-beam, front axles, etc., except for shock absorbers, leaf springs, and upper control arms on double A-arm type front suspensions.
3. Springs in front must be in stock location and configuration, i.e., leaf, coil, torsion, etc.,
4. Travel limit in front- 9" maximum. Travel limit in rear 11" maximum.
5. Rear spring- Frame must not be modified except for removal of stock upper bump stops. Springs may be mounted in OEM locations above or below the axle as it came from the factory.
6. Track width 68 inches or less front and rear all brands. Measured outside tire to outside tire.
7. Track width must be stock. Wheel flange to wheel flange.
8. Stock pivot points only.
9. Rear axle housing may not rotate around spring mountings.

ALLOWED:

1. Two- or four-wheel drive chassis and suspension components. Two-wheel drive must utilize corresponding components. Four-wheel drive must delete complete front drive and utilize corresponding components, i.e., arms, spindles, etc.
2. Upper A-arm/ lower A-arm and spindle must remain stock. Front upper A-arms may be trimmed along the inside edge to allow for a 2.5" diameter shock to fit inside without contact throughout the full wheel travel motion.
3. Any spring rates. Aftermarket direct replacement springs.
4. If using aftermarket leaf springs, the OEM stock shackles must be used, and OEM shackles mount location must be used.
5. If OEM leaf springs are used, aftermarket shackles are allowed, and shackle mount location is open.
6. Ball joints and springs of any manufacturer.
7. Limiter straps can be used for stops.

8. Strengthening by addition of metal to parts such as A-arm, mounting positions and spindles, but the stock size, shape and configurations must be maintained.
9. Removal of stock sway bars.
10. Use of 2 single point anti-wrap up bars on the differential. See ACR 15.
11. OEM front hubs to match chassis.
12. Replacing all/any rubber mounts with poly or other material.
13. Any rubber/poly bump stops are allowed.
14. Rear lowering blocks may be used.

NOT ALLOWED:

1. Aftermarket sway bars.
2. Air bump stops.
3. Secondary suspensions.

SHOCK ABSORBERS

ALLOWED:

1. Three 2" non-valuable non take apart shocks per corner can be used max.
2. Two 2" revalveable take apart race shocks per corner can be used max.
3. Internal floating pistons reservoirs and remote reservoirs.
4. Shocks larger than 2" are limited to one shock per wheel.
5. Mounting shocks to axle housing and a-arm only. TTB Fords must mount a large single shock or 2" shock to the top of the radius arm in approximate stock location.

NOT ALLOWED:

1. Internal or external bypass shocks.
2. Shocks bigger than 2.5" body.
3. Externally adjustable shocks.

BRAKES

See ACR 8.

REQUIRED:

1. Stock master cylinder.
2. Stock pedal assembly.
3. Stock front brakes.

ALLOWED:

1. Proportioning valve.
2. Direct factory replacement Braided brake lines.
3. Same front caliper from chassis or OEM (chevy metric front) car calipers mounted in rear.
4. Any OEM rotor may be fit to the rear. Minimal drilling and machining allowed.
5. Hand brakes, mechanical or hydraulic, must lock up both or one rear wheel.

NOT ALLOWED:

1. Rear brake rotors bigger than 11.5"x1.25".
2. Aftermarket hub or hub rotor combo.
3. Aftermarket calipers.
4. Aftermarket pedal assembly.

WHEELS AND TIRES

D.O.T. tires only. See ACR 19.

ALLOWED:

1. 15", 16", OR 17" ONLY.
2. Max wheel width 8" minimum backspacing for all wheels will be 3.75".
3. Tire grinding, grooving, and sipping.
4. Wheel spacers and adapters max 2".

NOT ALLOWED:

1. Bead locks.
2. Tires bigger than 32x11.5 D.O.T.
3. Spun aluminum, magnesium, or three-piece wheels.
4. Knock off hubs.
5. Non D.O.T. tires.
6. Tires under 13 psi on the starting line.

BODY

REQUIRED:

1. Original shape, size, configuration, and appearance.
2. Stock mounting original location must be maintained (no change lateral, horizontal, or vertical).
3. Doors, hoods, and fenders must be in stock location, pickup beds and bed sides are part of the body.
4. Stock grill assembly and valance and/or any aftermarket exact duplicate for that body year.

ALLOWED:

1. Body structural members may be cut (holes) for installation of roll bars or other supports but must remain intact.
2. Additional mounts and strengthening material may be added.
3. The hoods and front fenders may be fiberglass.
4. Doors, rear SUV area behind cab and hood may be skinned. If you skin front doors, then door bars must be right behind door skin. 1" or less if you skin hood must run a front cage. If you skin rear SUV, you must have rear cage tubes supporting the roof within 1" or less.
5. Lower door skin may be replaced with .040 aluminum.

NOT ALLOWED: Shocks or air filter scoops through the hood.

FENDERS

ALLOWED:

1. Enlargement of wheel openings (not more than 3" removed with a 2" fender flare maximum) for tire clearance. Body lines must be maintained.
2. Front inner panels may be modified, removed, or replaced.
3. Front hoop made for fenders, inner panels, and radiator if stock appearance is maintained.
4. Fiberglass front fenders.
5. Bolts and Dzus fasteners. See ACR 21.

NOT ALLOWED:

1. Hinged front ends. See ACR 21.

PICKUP BED

ALLOWED:

1. Stock bed only. May be removed.
2. Outer bed side panels/rear SUV fenders may be of fiberglass material.

VEHICLE INTERIOR

See ACR.

ALLOWED:

1. Pedal assemblies fore and aft location must remain stock.
2. Dash optional.

ENGINE

ALLOWED:

1. Only the same type as installed in the vehicle or offered as an option by the manufacturer in that series to the public of the U.S.A. If the option is listed and available by the manufacturer, updating and predating is allowed.
2. Balancing, blue printing and boring .040 max. Basic stock location in front of the fire wall.
3. Engine must be pre-drilled for sealing. This includes oil pan, front cover, intake, and carburetor,
4. Any fuel pump and fuel pressure regulator may be used.
5. 4-cylinder engines are limited to a displacement of no more than 2.7 liters.
6. 6-cylinder engines are limited to a displacement of no more than 3.0 liters.
7. All internal engine parts must be OEM or OEM replacement.
8. All emissions equipment can be removed and/or blocked off.
9. Aftermarket motor mounts may be used but must remain in stock location.

NOT ALLOWED:

1. Rotary piston engines.
2. Cam relocation.
3. No internal performance modifications may be made to the engine.

CRANKSHAFT

REQUIRED:

1. OEM crank must be stock stroke length.
2. A 3/4" pipe inspection hole in the side of the oil pan, in line with the crankshaft journal and crankshaft casting number is required.

ALLOWED:

1. Using studs rather than bolts is allowed.
2. Oil pan windage trays are allowed.

NOT ALLOWED: Crankshafts that have been knife-edged or lightened are not allowed.

HEADS

REQUIRED:

1. Standard production, as cast iron heads that match the block, with the casting numbers clearly visible.
2. Must remain stock compression ratio.

ALLOWED:

1. Aftermarket valve springs provided the stock outside dimensions retained.
2. Three angle valve jobs are allowed.
3. A single 45 degree cut on the valve face is allowed.
4. Valve guide material is unlimited.

NOT ALLOWED:

1. Any modifications of the cylinder head not specifically listed above.
2. Change of valve angle or location.
3. Change of camshaft location and mounting.
4. Addition of cam towers.
5. Angled milling/cutting of the block or cylinder heads.
6. Bowl cutting is not allowed.
7. Titanium or composite valves are not allowed.
8. Machining/grinding the block valve clearance.
9. Stainless steel valves. Small stem valves.

PISTONS AND CONNECTING RODS

ALLOWED:

1. OEM replacement piston.
2. Stock steel rods with stock dimensions only.
3. Removal of casting flash from connecting rods.
4. Shot peening of the connecting rods.

CARBURETOR

ALLOWED:

1. Any air cleaner.
2. Any fuel pump and fuel pressure regulator may be used.
3. Fuel injection oil psi shut off. See ACR 54.
4. Conversion from fuel injection to carburetor is allowed. Adapter may be no more than 1.25" thick including any gaskets. OEM intake manifold is still required but can be from the engine if available.
5. One 2-barrel Holley model number 0-4412 is allowed. HP or BK models are not allowed.
6. One combination restrictor plate with two 1.375" bores is required.
7. Must be used with standard size gaskets only.
8. This unit is available through tech.
9. Must have (MORR/CORR/TORC/LUCAS/CHAMP) stamped on it.
10. Modifications to the throttle bore, plate, shaft, choke horn, booster, or sportsman restrictor plate are not allowed.

NOT ALLOWED:

1. Air cleaners thru hood or firewall.
2. Fuel injection.

OIL SYSTEMS

ALLOWED: High volume or pressure oil pumps.

NOT ALLOWED:

1. Dry sumps.
2. External oil pumps.

EXHAUST

ALLOWED:

1. Max 1-3/4" header size.
2. Tri-y collectors, merge, collectors.
3. Stepped headers.
4. Store bought down and under header. Must run factory header if one was available.
5. Coating headers.

NOT ALLOWED:

1. Crossover header.
2. Custom header.
3. Exhaust bigger than 2.5" must exit behind the cab side exit at shortest.

TRANSMISSION

ALLOWED:

1. Any bellhousing. See ACR 21.
2. Stock as manufactured from that manufacturer.
3. Two finned auto Transmission coolers. Any amount of billet type or line coolers.
4. No internal modification.
5. Maximum 1/4" engine to transmission mounting plate.
6. Fabricated rear transmission cross member and mount are allowed.

NOT ALLOWED: aftermarket gear ratios.

CLUTCH AND DRIVE PARTS

ALLOWED: See ACR 37

1. Aftermarket torque converter.
2. Aftermarket steel clutch assembly. Minimum 5.5” steel or aluminum housing only

NOT ALLOWED: Any manufacturers externally mounted underdrive or overdrive unit.

DIFFERENTIAL

See ACR 39.

ALLOWED:

1. The rear end must have been available in the year and make of the truck used.
2. Any gear ratios, axles, etc.
3. A steel full spool, steel mini spool or welded spider gears are allowed.
4. C clip eliminators.

NOT ALLOWED:

See ACR 19 & 39.

1. Aluminum third member.
2. Limited slip or lockers.

COOLING SYSTEM

ALLOWED:

1. Radiator in stock location only.
2. Any size.
3. Auxiliary engine oil coolers are allowed.

IGNITION

REQUIRED: Stock design and concept for engine.

ALLOWED:

1. MSD 6AL or 6ALN ignition box. On carbureted trucks only.
2. Remapped ECUs.

BATTERY

Open may be relocated. See ARC 10.

CLASS 7 (OUTLAW PROLITE)

CAR # 01-99

A “unlimited” class truck custom built or manufactured light duty two-wheeled drive pickup truck.

Vehicle style must have a manufacturer production of 50,000 and body styles and engines must be from the same manufacturer. Division rules supersede ACR.

CHASSIS

OPTION 1: tubular spec chassis. Built to IODA spec chassis rules.

OPTION 2: OEM chassis, stock chassis from 7s list of approved chassis.

SPEC CHASSIS (TUBULAR)

REQUIRED:

1. The standardized heavy metal professional light 2WD chassis must be constructed in accordance with approved IODA standardized chassis prints.
2. All chassis information such as rider height and tracking width are included in the IODA standardized chassis prints.
3. Frame must be constructed of 3” x 2” x .12 rectangular tubing only with a minimum wall thickness of 1/8”.
4. All print dimensions are symmetrical to the chassis centerline. Also, to pivot point centers.
5. All dimensions to be held to plus/minus .050”.

OEM CHASSIS

ALLOWED:

1. Rear chassis may be kicked up 12”max from lowest longitudinal point under truck cab. To match spec chassis allowance.
2. 4x4 chassis converted to 2WD.

WEIGHT

1. V8 trucks 3,400 lbs. minimum including driver and equipment.
2. V6 spec 3,000 lbs. minimum including driver and equipment. 3,200 lbs. maximum
3. All chassis must be constructed with a 45 % front weight ratio minimum.
4. All trucks must meet minimum weight and front percentage both pre- and post-race.
5. Trucks running SUV bodies can shave 100lbs. from overall truck weight.

STEERING

Open. See ACR 12.

SUSPENSION

REQUIRED: tracking width maximum 74 inches.

ALLOWED:

1. One coil over shock or OEM sized spring per corner.
2. Front suspension, the “A” arm must be constructed symmetrical about the centerline.
3. Fabricated front spindles retaining stock design, concept, and dimension.
4. OEM a-arm chassis: Upper and lower “A” arms may be fabricated retaining stock design concept, upper “A” arm mounts are open. Lower “A” arm mounts must remain in stock location.

NOT ALLOWED:

1. Tube chassis with more than 12” front wheel travel 14” rear wheel travel.
2. OEM chassis running with more than 16” front wheel travel 18” rear wheel travel.
3. Secondary suspension.

1997 & EARLIER FORD FRONT SUSPENSION

REQUIRED: OEM look and concept.

ALLOWED:

1. I-beam modifications.
2. I-beam pivot points are open.

REAR SUSPENSION

ALLOWED:

1. Four bar suspension with coil over or OEM length leaf spring.
2. Aftermarket sway bars.

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SHOCKS AND BUMP STOPS

ALLOWED:

1. Maximum of two shocks per corner if any are larger than 2.0 maximum of 3 shocks per corner if all 2.0 shock size.
2. One spring stack per corner, maximum of two springs on one coil over shock.
3. External bypass allowed on one shock per corner.
4. Bump stops will only be legal if they absorb the last 3 inches of upward compression max.

WHEEL AND TIRES

See ACR 21.

OEM CHASSIS BODY

OEM CHASSIS SPECIFIC:

1. OEM chassis bodies must be year of chassis or newer.
2. Engine, chassis, and body of single manufacturer if FORD or CHEVY. Other makes must match frame and body only. Example: Toyota chassis must run Toyota body and either CHEVY or FORD SST engine (see grandfathered rules below).

TUBE CHASSIS BODY

TUBE CHASSIS SPECIFIC RULES:

1. Tube chassis bodies 10 years old or newer.
2. Grandfathered crate V8 trucks can run any manufacturer body until they update the engine package.
3. Tube chassis with SST engine must run the same make body (see grandfathered rules below).

ENGINE

REQUIRED:

1. Ford or Chevy SST engines packages. Centerline of the crankshaft cannot be less than eight inches above the lowest part of the frame rail, as measured from the front of the engine.

NOT ALLOWED:

1. LS engine package. Trucks with this package will run in class 2 for the 2023 season.
2. Dodge SST engine package.

OIL SYSTEM

ALLOWED:

1. External wet sumps.
2. NOT ALLOWED: dry sumps exemption V8 crate and I4 temporarily grandfathered trucks.

TRANSMISSION

See ACR 39.

Ford may run the TH400 or C4. TH400 must remain an OEM case and adapt to mid plate.

GRANDFATHERED VEHICLES

1. Can run old V8 carbureted crate engine/trans rules for 2023-24 season. IODA class 7 racers will vote on whether we keep the crate package beyond 2024 season at the end of the 2023 season.
2. Outdated non spec tubular chassis and 4-cylinder engine race trucks will be grandfathered by IODA permanently on a case-by-case basis.
3. IODA will allow old trucks built with mismatched engine body combinations for 2023-2024.

Class 8S
(Stock Truck)
#500-599

Definition a two wheel drive pickup truck with a 3/4 ton or smaller chassis, with coil front springs manufactured in quantities of at least 5,000 units of same model per year and available for sale in the United States. This is a stock class as defined by original equipment parts (OEM) and replacement parts made to OEM specifications only. Stock also includes options sold on the truck from the same make and model of the truck.

CHASSIS

1. Chassis must remain stock but may be reinforced by adding material.
2. Shortening of a long wheelbase frame to match short wheelbase specs is allowed
3. The wheelbase must be stock measurement ± 2 "

SUSPENSION

1. Stock suspension parts and locations must be maintained as delivered
2. Overall width must be in stock
3. Pivot points must remain stock and in stock locations
4. Front and rear wheel travel limit is 12" measured to metal stop. Front wheel travel will be measured at the spindle.
5. Any manufacturer upper ball joint is allowed including a mono-ball style
6. Lower ball joints must be OEM or direct OEM replacement. No mono-ball style joints allowed.
7. Lower control arms must be stock for the year of manufacture of the chassis. They may not be modified to alter the location of the lower ball joint.
8. Lower control arms must be from a 2wd chassis. No 4wd versions allowed.
9. Rubber/poly bump stops but must be removed to measure wheel travel.
10. Reinforcement of front suspension components is allowed.

SHOCKS & SPRINGS

1. Maximum of two shocks are allowed per corner.
2. Air and/or coil over shocks are not allowed.
3. Any type of reservoir shock, external by-pass tubes, or shocks larger than 2.0" are not allowed .
4. Internal floating piston shocks are not considered reservoir shocks and are allowed.
5. Rear suspension must utilize leaf springs as the only suspension springs.
6. Aftermarket leaf springs are allowed, but must be stock length and mount in the stock locations.
7. "Military wrap" leaf springs are allowed.
8. Any leaf spring with a wrap designed to increase traction by reducing axle wrap, such as leaf springs with a "Rebound wrap" or "snail wrap" are not allowed.
9. Quarter elliptical springs are not allowed.
10. Shackles lengthened or moved from stock locations are not allowed.
11. Composite or fiberglass springs are not allowed.

12. Air bump shocks/stops are not allowed.
13. Any shock or part of suspension protruding through the hood or fenders must be removed.
14. Remote reservoirs are not allowed.
15. Take apart shocks except those described above are not allowed.
16. Custom made shocks are not allowed.
17. Shocks must not be mounted in the driver compartment
18. Coil-over shocks are not allowed.
19. Remote and/or cantilever shocks are not allowed.
20. Air shocks are not allowed.
21. Position sensitive shocks are not allowed.
22. Shocks with shafts larger than 5/8" in diameter are not allowed.

STEERING

1. Steering must be in stock location and components in safe working order
2. Heim joint tie-rod ends are allowed.
3. Fabricated tie-rods are allowed.
4. An aftermarket slip tube may be used.
5. Steering quickeners are allowed.
6. Any steering pump is allowed, but must be belt driven

BRAKES

1. Disc brakes are allowed front and rear but must use steel rotors and calipers.
2. Proportioning valves are allowed for front to rear bias, but all four tires must lock up when tested.

WEIGHT

1. Trucks originally manufactured as less than 1/2 ton chassis style by manufacturers and using a V6 engine (mini and mid -size trucks) must weigh a minimum of 3,500 pounds
2. All full or mini/mid-sized trucks using a V8 engine must weigh a minimum of 4,000 pounds

BODY

1. Body and fenders must remain stock, absolutely no bending or flaring, especially to fenders or wheel openings
2. Body must be sourced from the same manufacturer as the chassis and engine, but may be newer or older than the chassis.
3. A one -piece fiberglass or plastic truck nose cone and grille assembly may be used. The assembly must have stickers matching the stock headlights and grille
4. Rear wheel wells, firewalls and floorboards must be repaired for rust as well as all other damage
5. Outer box sides must be steel and have a stock appearance.Box sides may be custom fabricated as long as they match the factory body lines.
6. OEM fiberglass step-side outer box sides may be utilized if they came stock for the body model and year. No reproductions allowed.
7. Nothing is allowed above the stock bedsides besides number plates, bars, and safety lights. No tinwork above the bedsides.
8. Front fender wells may be removed
9. Flat hood only, no hood scoops allowed.

ENGINE

1. Stock cast iron components and parts only
2. No aftermarket or GM Performance Vortec heads are allowed
3. Maximum CID:
 - a. Ford: 362 (0.060" over 351)
 - b. GM: 360 (0.060" over 350)
 - c. Dodge: 367 (0.040" over 360)
4. Engine blocks accepted are GM 350, Mopar 360, & Ford 351 Windsor or smaller.
5. The engine must be in stock position and have stock components such as fan and alternator.
6. The block may be drilled for oil or temperature sending units
7. Factory street production head with factory cast marking only.
8. Any oil pan is allowed. Oil pan must have a 3/4" inspection plug providing clear view of the crank and connecting rods
9. Valves can be 2.02 intake and 1.60 exhaust maximum
- .
10. GT-40P and GT-40 heads are allowed
11. Engine oil coolers are not allowed.
12. Aluminum blocks and/or cylinder heads even if they were available as an option are not allowed.
13. Compression ratio must be under 10:1. This will be checked as a static compression check.
14. External or internal modifications and/or grinding to heads is not allowed. Heads and block can be cleaned up for gasket sealing but must remain under the 10:1 compression ratio.
15. Interchanging heads from other similar motors (305 to 350,289 to 351,etc.) is not allowed.

CAMSHAFT & LIFTERS

1. Must be stock typecast flat tappet camshafts with a maximum valve lift as measured at the valve of 0.500".
2. Must be stock lifter bore size.
3. Full roller rockers are required, stud mounted only
4. Aftermarket direct replacement timing chain and gears are allowed
5. Roller mushroom type lifters are not allowed.
6. Gear or belt drive cams are not allowed.
7. Shaft type rockers are not allowed, unless OEM
- .

PISTONS AND CONNECTING RODS

1. Flat top or dished, stock, or OEM replacement piston only.
2. Cast or forged pistons
3. Steel rods with stock dimensions only:
 - a. GM:5.791"
 - b. Mopar:6.123"
 - c. Ford:5.954"
4. Titanium, stainless, aluminum, etc. rods are not allowed.
5. H-beam rods are allowed.
6. No domed or notched pistons.
7. Pistons must remain at or below deck height at TDC

CARBURETOR & INTAKE

1. One 2-barrel Holley model number 0-4412 is allowed. HP or BK models are not allowed.
2. One combination restrictor plate with two 1.375" bores is required.
 - a. Must be used with standard size gaskets only.
 - b. This unit is available through Sportsman Series tech only.
 - c. Must have MORR or IODA stamped on it
3. Modifications to the throttle bore, plate, shaft, choke horn, booster, or Sportsman restrictor plate are not allowed
4. Breathers and air filters may be of any material or size are allowed, but must be mounted under the hood with no modifications to the hood.
5. No fuel injection is allowed, even if the vehicle had factory fuel injection
6. The carburetor must pass tech gauges and measurement tools.
7. If an adapter is used the maximum height of the adapter is 1"
8. Any cast iron OEM intake manifold allowed or Edelbrock part numbers:
 - a. GM: 5001
 - b. Mopar: 5076
 - c. Ford:5081
9. GM engines are allowed to run Edelbrock intake #2716 with stock Vortec heads.
10. Match porting is allowed by the removal of material only. Within the last 1/2" of the runner only
11. Use of an OEM mechanical fuel pump is required, and must be mounted in the OEM location only.
12. Electric fuel pumps are not allowed.

HEADERS

1. Stock, as cast, production exhaust manifolds only
2. Dual exhaust only.
3. No crossover, 2 into 1, H, or X tubes

MUFFLERS

1. SEE ACR 36

IGNITION SYSTEMS

1. Ignitions must be OEM or PRO Comp HEI –PC6001, PC6004 or PC6006.
2. Ford may use Speedway 91012360
3. The MSD Blaster ignition coil may be used
4. Aftermarket plug wires are allowed
5. An RPM limiter may be used, but is not required.

ENGINE COOLING

1. Any radiator is allowed but must be mounted in stock location
2. Core support may be removed and the engine compartment can be caged in.

REAR AXLE

1. Any automotive or light truck production housing is allowed
2. No aluminum gear carrier allowed
3. No aluminum wheel hubs allowed
4. Aftermarket floater axles are allowed
5. Anti-wrap up bars are not allowed
6. Spools are allowed
7. A rear axle truss may be added to the rear axle housing.

TRANSMISSION

1. Transmission must be from the same manufacturer as the engine.
2. Transmission coolers are allowed
3. Any steel conventional vane type, non-electric torque converter is allowed.
4. Aluminum valve body is allowed
5. Factory gears only are allowed
6. Factory aluminum planetary is allowed
7. Trans brakes are not allowed
8. Aluminum torque converters are not allowed
9. Aluminum or lightened aftermarket internal parts are not allowed

TIRES

1. D.O.T. only and available to the general public.
2. Maximum tire size of 33 x 12.5 or approximate metric equivalent. Tire must be 33" in diameter or less.

WHEELS

1. Wheel maximum width is 8-1/2".
2. Any steel wheel or one piece cast aluminum wheel is allowed.
3. Maximum wheel size is 17".
4. Bead locks, bead liners, and inner liners are not allowed
5. Spun aluminum or magnesium wheels are not allowed
6. Three-piece wheels are not allowed

CLASS 8
(SUPER STOCK TRUCK)

CAR # 800-899

A two-wheel drive utility vehicle known as a stand size pickup. It must be a stock production vehicle that has been produced in quantities of at least the public of the USA. This is a production class and must maintain the same engine, body, and frame combination. All components must remain stock unless modifications are allowed in this document.

MANDATORY:

All trucks, regardless of year built, must be properly constructed, and maintained in presentable condition.

CHASSIS

See ACR 2.

REQUIRED: factory installed chassis and body must be maintained for a specified year.

ALLOWED:

1. Strengthening of chassis and frame by adding material.
2. Stock wheelbase plus or minus 1”.
3. Shortening of a long wheelbase frame to match short wheelbase specs.
4. Front frame horns may be shortened no more than 3” in front of the forward most steering box bolt.

NOT ALLOWED:

1. Shortening or lengthening of frame.
2. Removal of cross members or any other
3. Alterations to the frame such as “kicking”

FIREWALLS

REQUIRED:

1. Must remain stock. Full and intact to the floor.
2. Modifications of inner panels for installation of cage construction only.

NOT ALLOWED: removal or reshaping of material.

FLOORBOARDS

REQUIRED: must remain stock.

ALLOWED: repair of rust with equal thickness metal.

NOT ALLOWED: alterations.

WEIGHT

Minimum 4,000lbs. See ACR 10.

STEERING

ALLOWED:

1. Any steering wheel must remain within three inches of stock location fore and aft.
2. Stock steering pump internal modifications.
3. Any OEM steering box, providing it is mounted in approximately the same location as stock and the pitman arm location does not change significantly.
4. Internal steering box modifications are allowed.
5. Steering pump and reservoir may be of any manufacturer but must be belt driven.
6. Steering quickener.
7. Chassis that originally have rack and pinion steering may use an aftermarket rack mounted in.
8. The approximate stock location must have IODA tech director approval.

NOT ALLOWED: Change of original concept or location.

SUSPENSION

REQUIRED:

1. Stock suspension parts only must be maintained as delivered on that chassis from the original manufacturer. Mounting and location stock only.
2. Suspension parts must remain stock as delivered on chassis such as A-arm, I-Beam, front axle, etc.
3. Springs must be in stock location and configuration, i.e., leaf, coil, torsion etc.
4. Track width must be stock.
5. Pivot points must remain stock including upper A-arm.
6. Travel limit in front and rear 12" maximum. Measurements are made on the spindle center line in its travel from upper to lower stop.
7. Stock spindles.
8. Stock lower A-arm.
9. OEM length shackles in the factory location.

ALLOWED:

1. Any manufactured bail joint or heim joint.
2. Any manufacturer upper A-arm.
3. Replacement of spindles with $\frac{3}{4}$ or 1-ton components.
4. Steel springs of any capacity or rating of any manufacturer. Must be stock length.
5. Replacement of all rubber with poly or other material.
6. Use of two single point anti-wrap up bars on differential.
7. Stock sway bars.
8. Use of larger studs or bolts.
9. Reinforcement by addition of material (no modifications).
10. Bump stops- See ACR 16.
11. Early model Dodge and Chevrolet trucks with bolt-in cross shafts for the upper A-arm brackets may attach alternate fabricated brackets to the frame. Brackets must be on stock OEM centerline and in stock location. All other trucks must use the stock mounts in the stock location.
12. Factory front coil-over suspensions are allowed. Stock front coil-over may be replaced with aftermarket coil-over but must bolt into the factory location.

NOT ALLOWED:

1. Quarter elliptical.
2. Shackles to be lengthened or moved from stock location.
3. Fiberglass or composite springs.
4. Air bump shocks/stops.
5. Rear coil-over suspensions.

SHOCKS

See ACR 19.

ALLOWED:

1. Any number of 2" shocks.
2. Floating pistons and remote reservoirs.
3. Shocks larger than 2" may be used but are limited to a total of one shock per wheel. If a shock larger than 2" is used, no other shock is allowed on that corner.

NOT ALLOWED:

1. Shocks must not be larger than 3"
2. External or internal bypass.

BRAKES

See ACR 20.

REQUIRED: Stock equipment only except for antilock braking system.

-See ACR 20.

ALLOWED:

1. Any brake pads or brake shoe material.
2. Any proportioning valve.
3. Braided lines.
4. Any OEM steel caliper.
5. Aftermarket pedal assembly.

NOT ALLOWED:

1. Steering brakes.

WHEEL AND TIRES

See ACR 21.

ALLOWED: bead locks.

BODY

See. ACR 22

REQUIRED:

1. Stock floor mounts in original position.
2. Original size, shape, configuration and appearance.
3. OEM cab floor and firewall must match the frame and be mounted in stock location. The remainder of the OEM cab is not required. Any repair of rust must be done with equal thickness metal. Minimum trimming.

ALLOWED:

1. Stock floor mount(s) rubber may be replaced with any material.
2. Updating or predating the body may be newer or older than the chassis.
3. Removal of all inner fender wells, inner truck bed, and gate.
4. Body of any material must appear as an OEM ½ ton truck.

DOORS

ALLOWED: Removal of window regulator hardware.

VEHICLE INTERIOR

ALLOWED: Pedals must remain in an approximate stock location.

DRIVETRAIN

REQUIRED: Engine on approximate stock location.

ALLOWED: Any motor or trans mounts or mounting plates.

NOT ALLOWED: Modifying OEM chassis or firewall to move engine.

EXHAUST

ALLOWED:

1. Stock “as cast” exhaust manifolds or down and under headers with a maximum tube size of 1.750”.

NOT ALLOWED:

1. Headers without collectors.
2. Custom built headers
3. Exhaust system running through driver’s compartment.

OIL PUMP

NOT ALLOWED: dry sumps or external wet sump pumps.

BREATHERS AND FILTERS

REQUIRED: Air filters and breathers must fit under the hood without modification to the hood.

ALLOWED: Any materials or size.

NOT ALLOWED:

1. Remote air filters.
2. Modifications to the hood.

FUEL TANK

FUEL CELLS ARE MANDATORY: SEE ACR 14.

SEATS

See. ACR 52

ALLOWED:

1. Any manufacturer.
2. Must stay in an approximate stock location.

HEADLIGHTS

See. ACR 11.

SUPER STOCK

Driveline package for Class 8

ENGINE

DEFINITIONS: “STOCK” means the part of assembly in its “AS CAST” configuration as delivered and used on the baseline U.S. model without the baseline U.S. model without modifications. “AS CAST ” means exactly that no reshaping, grinding, dripping, milling, coating, abrasive flowing/blasting or other modification to the part unless specifically listed as allowed, with the casting or part numbers (where applicable) visible.

BLOCK AND CRANK

Approved standard OEM “as cast” iron production block:

APPROVED BLOCKS ARE:

1. GM 350 CID
2. MOPAR 360 CID
3. FORD 351 WINDSOR

REQUIRED:

1. Inspection hole inside of pan 3/4” minimum in line with journal and crankshaft casting number.
2. Stock block height within .020 tolerance. Pistons at or below deck height at TDC.

ALLOWED:

1. Blueprinting and balancing.
2. Replacement of bolts with studs.
3. Windage tray.
4. High volume oil pump.
5. Auxiliary engine oil cooler- See ACR 43
6. Aftermarket engine pulleys.
7. Remote oil filter.

8. Aftermarket cast iron blocks. Stock cam location.
9. Max 370 CID
10. Aftermarket cast or forged steel crankshaft.
11. Aftermarket dampeners.
12. Any motor mount and or mid plate.

NOT ALLOWED:

1. Any modification not specially listed above.
2. Knife edged, undercut, or lightened crankshafts.

HEADS AND VALVES

MAXIMUM ALLOWED VALVE DIAMETERS:

1. Intake: 2.02"
2. Exhaust: 1.60"

REQUIRED: OEM production head.

ALLOWED:

1. Aftermarket valve springs provided stock outside dimension is retained.
2. Three (3) angle valve jobs provided that no grinding is allowed more than 1/8" above valve face.
3. Guide material unlimited.
4. A single 45 degree cut on the valve face.
5. Screw in studs and guide plates.
6. One (1) breather pre valve cover; maximum 1-1/2" opening.
7. World products Roush 180 Ford heads.
8. Machining of the head to accommodate the maximum valve size listed above is allowed.

NOT ALLOWED:

1. Any modification of head not specifically listed above.
2. Angle milling of head or block.
3. Bowl cutting.

PISTON AND RODS

REQUIRED:

1. Flat top or dished, stock or OEM replacement piston only.
2. Steel rods with stock dimensions only: GM 5.791", MOPAR 6.123", FORD 5.954".
3. Pistons at or below deck height at TDC.

ALLOWED:

1. Cast or forged pistons.
2. Removal of casting flash from rod, shot peening or rod.
3. H beam rods.

NOT ALLOWED:

1. Any modification not specifically listed above.
2. Lightweight pistons.
3. Domed pistons.
4. Titanium, stainless, aluminum, H beam etc. rods.

CAM AND LIFTERS

Stock type cast flat tappet camshafts with a maximum valve lift as measured at the valve of .500" stock lifter bore size.

ALLOWED:

1. Other cam grind specifications are unrestricted.
2. Full roller rockers, of any manufacturer. Stud mounts.
3. Aftermarket direct replacement timing chain and gears.

NOT ALLOWED:

1. Any modifications not listed above.
2. Roller or mushroom types of lifters.
3. Inlaid cams.
4. Gear or belt drives.
5. Full roller rockers of any manufacturer

INTAKE MANIFOLD

REQUIRED:

1. "AS CAST" Edelbrock intake: part number; GM 5001, MOPAR 5076, FORD 5081.
2. Standard design gaskets.

ALLOWED:

1. Port matching by the removal of material only, within the last ½" of runner ONLY
2. Machining of intake to match Vortec heads.
3. Drilling of head to install the intake.
4. Edelbrock intake #2716 with stock Vortec heads.
5. Addition of a return water port in the rear of the intake manifold.

NOT ALLOWED:

1. Devices between the carburetor and the intake manifold, designed to increase or redirect airflow.
2. Any other modification of any type.

CARBURETOR

REQUIRED:

1. One two barrels by Holley, part number 0-4412.
2. Restrictor plate- aluminum with two – 1.375" bore. These restrictor plates are available through the IODA tech director.
3. Fuel pump- mechanical only, stock location.
4. Standard size gasket.

ALLOWED:

1. Removal of choke plate.
2. If an adapter is used, the maximum height of the adapter is 1".

NOT ALLOWED:

1. Any modification to throttle bore, plate, shaft, choke horn, booster.
2. Any modification to the IODA restrictor plate.
3. HP or BK models.
4. Electric fuel pumps.

TRANSMISSION/DRIVE SHAFTS

REQUIRED: See ACR 22

1. Only that unit offered by that manufacturer for that production series.
2. Drive shafts must be mild carbon steel.

ALLOWED:

1. Any internal modification.
2. Any gears.
3. Any conventional van type converter- non- electric.
4. Transmission cooler: may be relocated to the bed, below the top of the bed- See ACR 22.

DIFFERENTIAL

See ACR 42

ALLOWED:

1. Any automotive or light truck production housing and third member for rear axle assembly.
2. Any gear ratios, axles, etc.
3. Aftermarket axles, floater/ semi/non-floater.
4. Full or mini-spool type differential.
5. Aftermarket steel or aluminum differential housing.
6. Fabricated steel rear end housing.

COOLERS

See ACR 43.

ALLOWED: Aftermarket direct replacement water pump.

IGNITION

REQUIRED:

1. Stock type single point or HEI ignition system.
2. Spark must be through a distributor.
3. Only one MSD ignition box is allowed. The chip of the box must be out of reach of the driver but must be in easy access for tech inspectors to check and seal.
4. MSD 6AL or 6ALN ignition module. Only models which accept a rev chip (not programmable on the unit or via dial) are allowed.
5. 6500 rev chips.
6. OEM or direct replacement alternator,

ALLOWED:

1. Any control boxes.
2. Any coil.

NOT ALLOWED: See ACR 57.

CLASS 9

Car #'s 900-999

An “unlimited” 4 wheeled vehicle utilizing an engine with no racing. **ALL ACRS APPLY.**

CHASSIS

1. Minimum water-cooled weight with driver: 1,900 lbs.
2. Minimum air-cooled weight with driver: 1,580 lbs.
3. Max weight: 3,000 lbs.
4. Minimum wheelbase: 95”.
5. Maximum track width: 93”.

OPEN ENGINE

ALLOWED:

1. Any automobile engine produced in a series of 5,000 or more available to the general public in the U.S.A.
2. Four valves per cylinder.
3. 2000 cc air cooled (VW/Porsche).
4. 1715cc water cooled engines with 2 valves per cylinder.
5. 1650cc water cooled engines with 3-4 valves per cylinder.

NOT ALLOWED:

1. More than 4 valves per cylinder.
2. More than 4 cylinders.
3. Rotary piston engines.
4. Variable timing or cam lift.

OPEN ENGINE CARBURETOR

ALLOWED:

1. One carburetor per single seat vehicle- water cooled only.
2. Two carburetors per two seat vehicle- water cooled only.
3. Two carburetors per vehicle- air cooled only.
4. Maximum of two venturis per carburetor.
5. Venturi size maximum:
 - A. Two valve cylinder engine- 42mm. (exception 2 seat air cooled 48mm)
 - B. Four valve cylinder engine- 1600cc or smaller 29mm.
 - C. Four valve cylinder engine- 1600cc to 1650cc 28mm.

NOT ALLOWED:

1. Fuel injection.

SPEC ECOTEC ENGINE

MANDATORY:

1. GM ECPTEC 2.4-liter V.V.T. LE5 coded engine.
2. All stock components, configurations, and specifications as manufactured. “As manufactured” and “stock configurations and specifications” refer to as manufactured components from GM, stamped with the GM logo or associated factory part number.
3. Alterations to any component in any manor (physical, chemical, or other) shall not be permitted unless “ALLOWED” below.

ALLOWED:

1. Aftermarket fasteners.
2. Non-GM stock replacement:
 - a. Bearings
 - b. Seals
 - c. Spark plugs
 - d. Oil filter
 - e. Timing chain
3. Aftermarket pistons are permitted. Pistons must retain OEM sizing and dimensions (except overbore). This includes Ringland and wrist pin height, as well as piston dome dimensions. “Maximum overbore of .020”
4. Maximum compression ratio is 10.75:1
5. Modifications to the water pump and thermostat housings, for the sole purpose of coolant line plumbing only.
6. Modifications to the stock engine block to allow for external oil filters/coolers only.

7. All internal components must be in place and be always operational (i.e., stock balancer shafts and drive.)

ECOTEC ENGINE OILING SYSTEM

ALLOWED:

1. Acu-sump.
2. Any oil pan.

ECOTEC IGNITION/FUEL INJECTION

ALLOWED:

1. Gm #17202005 manual cable driven throttle body.
2. Throttle body adapter plate no thicker than ½' is allowed for mounting. Plate must be the same as the existing bore size.
3. GM LE5 factory drive by wire throttle body.
4. Any brand ECU may be used, as long as it functions only with the stock GM trigger and pickup.
5. Engine functions data logging in the ECU is permitted for the following sensors only: Engine RPM, water temperature, engine oil temperature, engine oil pressure, fuel pressure, voltage, lambda O2 (oxygen sensors), exhaust gas temperature, intake manifold vacuum/pressure (the same sensor may be used in intake or crankcase), water pressure, power steering pump pressure, power steering oil temperature.

TRANSMISSION

REQUIRED:

1. OEM type or aftermarket Transmission.
2. Motor crankshaft must be connected to the transmission input shaft via a conventional clutch assembly or vane type torque converter.

NOT ALLOWED:

1. 4-wheel drive.
2. CVT type transmissions or belt drive.

CLASS 11 (ALTERNATIVE MACHINE LIGHT BUGGY)

CAR'S # 100-199

4 -wheeled "STOCK CLASS" vehicle utilizing VW type 1 stock with a 1585cc engine and run with one- or two-persons during racing. All parts are stock type 1. No parts replacement or modification of parts is allowed unless specifically stated in this document. **ALL ACRS APPLY.**

BUMPERS

Adequate for safety front and rear. See ACR 3.

WHEELBASE

Minimum wheelbase is 92".

ALLOWED:

1. Single seat minimum 1550 lbs.
2. Two seat minimum 1750 lbs. with passenger.
3. These are wet weights. See ACR 10.
4. Ballasts to make weight if needed.

STEERING

ALLOWED:

1. Tie rod ends- minimum size- small FORD or 5/8' heim.
2. Any type of non-rebuildable hydraulic steering stabilizer to be mounted in any location. One (1) only.
3. Rack and pinion.

REQUIRED:

1. One piece tie rods. Chromoly recommended.

NOT ALLOWED:

1. Modified stock tie rods (i.e., cutting, plugging, shimmying and re-welding etc.).

PEDAL ASSEMBLIES

ALLOWED:

any pedal assembly.

FRONT END SUSPENSION

ALLOWED:

1. Type 1 VW suspension only. Type 1 beam width (34 3/16") is mandatory.
2. Front axle torsion tube may be cut, rotated, and rewelded to increase ground clearance.
3. Filling of the speedometer hole.
4. Ball joints or kingpin.
5. Spindles may be reinforced but outside diameter bearing cannot be changed.
6. Stock torsion bars only.
7. Front snubbers may be removed.
8. Limiters or limit straps.
9. Reinforcement of stock front arms by addition of material only.
10. Reinforcement of shock towers by addition of material only.

NOT ALLOWED:

Torsion adjusters.

REAR SUSPENSION

ALLOWED:

1. Type 1 IRS or swing axle only. Rear suspension track width must not exceed 51" from backing plate flange to backing plate flange at ride height.
2. Strengthening of IRS swing arms as long as its stock working measurements are maintained. Stock dimensions: center of rear torsion tube and center of rear stub axle (16.25") must be held.
3. Trailing arm bumpers may be removed.
4. Torsion bars, tubes and axles must be stock.
5. Spring plates are stock only.
6. Rear torsion tubes may be strengthened. Type 1 stock width is 40.5".
7. Rear torsion housing may be additionally supported only by the attachment of a terminal end (support member) of the roll cage.
8. Torsion bar snubbers of any manufacturer but must be stock dimensions.

NOT ALLOWED:

1. Secondary suspension. See ACR 15.
2. Rear torsion adjusters.
3. Removal of torsion housing horns.
4. Removal of OEM rear upper shock mounts.

SHOCK ABSORBERS

ALLOWED:

1. One per wheel.
2. Stock front mounts must be used.
3. Rear shocks may be any size and in any location.
4. Cooling fins.
5. Internal floating piston. I.E., internal reservoir.
6. Rear shocks option: may run two 2.0 shocks per corner if minimum of one in set is non rebuildable with an advertised price less than \$80 each. See grandfather rules below.

NOT ALLOWED:

1. Air or coil over shocks. See ACR 19.
2. Remote reservoir shocks.
3. External by-pass shocks.
4. Bodies bigger than 3".

BRAKES

ALLOWED:

1. One piece VW type 1 drum only. 4 bolts may be drilled to 5 bolts. Dust ring can be machined off.
2. Any combination of VW master and wheel cylinders as long shock dimensions are maintained.
3. Any mechanical steering brakes.
4. Brake bias adjusters of any type.

NOT ALLOWED:

Hydraulic steering brake.

WHEEL AND TIRES

ALLOWED:

1. Any stock type 1 wheel or any manufacturer 15” steel wheel may be used.
2. Removal of hub cap clips.
3. Centers may be welded, and safety beads may be added. Beads must be round stock.
4. Studs may replace bolts.
5. Tire size optional. See ACR 21.

NOT ALLOWED:

Wheel adapters.

Bead locks.

ENGINE

The engine must be VW type 1; 1500-1600 (U.S. model sedan components and dimensions) as delivered from the factory. Maximum engine displacement is 1585cc. (85.5mm diameter x 69mm stroke.)

CASE

ALLOWED:

1. Any type 1, 2, 3, or “universal” can be used.
2. Align bore.
3. Drilled and tapped for oil pressure and/or temperature sending units.
4. Crank pulley seal. Machining only if necessary for installation.
5. Case savers.
6. Seating surfaces for cylinders may be machined nut must be shimmed back to original stock deck height of .039 or 1mm minimum. No maximum.
7. Oil gallery plugs may be threaded.
8. Oil galleries on early cases may be enlarged to that of the universal case. (10mm).
9. Any oil bypass pistons and springs.
10. Windage trays.

NOT ALLOWED:

1. Deep or dry sumps.
2. Sump alterations.
3. Any other modifications.

BEARINGS

Any manufacturer as long its stock dimensions are maintained.

PISTON ASSEMBLIES AND CYLINDERS

ALLOWED:

1. Any manufacturer but stock dimensions must be maintained. (85.5mm maximum)
2. Three ring pistons only. Three (3) ring grooves 2mm, 2mm, 5mm, wide above pin.
3. Wrist pin retainers may be of any type. Pin size 22mm (.687"). Pin height 1.5495" plus or minus .002" from top of piston to center of hole.
4. Balancing piston assemblies. Piston weights balanced minimum 390 grams (piston only).

NOT ALLOWED:

1. Slipper skirts.
2. Notched pistons.
3. Dome or dished pistons.
4. Machining top of piston.
5. Custom pistons, nickie's, or biral cylinders.

RODS

ALLOWED:

1. VW #311 "B" rods only. 5.395' plus or minus .010. Measured from center of small end to centerline of large end. Minimum weight: 570 grams.
2. Balancing one small end and one big end must remain untouched.

NOT ALLOWED:

1. VW "A" rods.
2. VW rods from 1300-1500cc. Their rods will be identified by bolts rather than the pressed studs.
3. Polishing and profiling.

CAMSHAFT AND CAMSHAFT GEAR

ALLOWED:

1. Reground camshafts. Web cam part number 00-782 billet or 00-780 reground.
2. Any degree of cam advances or retard.

NOT ALLOWED:

1. Bolt on gears
2. Adjustable gears.
3. Offset of crank and cam gears.

SPECS Plus or minus .002.

OPEN	INTAKE CLOSE	LIFT
15 degrees BTC	52 degrees ABC	.020
2 degrees BTC	32 degrees ABC	.050
14 degrees ATC	16 degrees ABC	.100
Maximum lift .304		

OPEN	EXHAUST CLOSE	Lift
55 degrees BBC	16 degrees ATC	.020
38 degrees BBC	1 degrees BTC	.050
21 degrees BBC	17 degrees BTC	.100
Maximum lift .289		

OIL PUMPS

Any manufacturer.

CRANKSHAFT

ALLOWED:

1. Stock VW type 1600 only. (69mm)
2. Power Pulley.
3. Sand Seals.
4. .030" undersized.
5. Balancing.

NOT ALLOWED:

1. Polishing, knifing, or lightening.
2. Offsets grinding.

HEADS

ALLOWED:

1. U.S. Sedan stock single port or its equivalent only.
2. May be fly cut for cleanup but must retain a 44 cc combustion chamber.
3. Three angle valve seats (15 – 45 – 75 degrees).

NOT ALLOWED:

1. Polishing or porting.
2. Combustion chamber shape inner surfaces can be neither changed nor touched.

VALVES

ALLOWED:

1. Stock one- or two-piece valve with stock profile.
2. Single 45 degrees angle.
3. Guide may be bronze, cast iron or steel.
4. Valve guide seal.
5. Any manufacturer of valve springs, spring retainers and lifters.
6. Stock valve spring diameter in the heads must be maintained.
7. Valve stem lash caps.
8. Valves: intake 35.5mm maximum.
9. Exhaust 32.0mm maximum.

NOT ALLOWED:

1. Grinding, polishing, or porting in any area including valves, port areas and guides.
2. Titanium valves.
3. Swirl polish.
4. One-piece stainless-steel valve.
5. Back cutting valve.
6. Valves with larger heads than stock.
 - a. Intake 35.5mm maximum.
 - b. Exhaust 32.0 maximum.

ROCKER ARM SHAFT

ALLOWED:

Any which permit use of standard stock (1600cc) VW rocker arms.

ROCKER ARMS

ALLOWED:

1. Stock 1600cc VW rocker arm only.
2. Any manufacturer push rods and tubes.
3. Rocker arm adjustment screws may be of any manufacturer.
4. Rocker arm clips may be wire tied.
5. Resurfacing to permit the use of swivel feet or similar devices.
6. Valve covers of any manufacturer.

NOT ALLOWED:

1. Other grinding except that mentioned.
2. Roller or needle bearings either as part of the shaft or interfacing between the rocker arms and the shaft.

INTAKE MANIFOLD

ALLOWED:

1. Stock single port only.
2. Heater tube removal.

NOT ALLOWED:

1. Modifications.
2. Chemical milling.
3. Cutting of manifold.

CARBURETOR

ALLOWED:

1. Stock VW 30 Pict 1, 2, and 3.
2. Maximum venturi size 24.1mm.
3. Removal of automatic choke housing, choke plate and shaft.
4. Electric needle valves optional.
5. Stock float bowl vent may be moved or plugged. External float bowl vent allowed.
6. Any air and main jet.
7. Stock fuel pump only.
8. Air cleaner of any manufacturer or location.
9. Any filter or pressure regulator.
10. Brosol IC carburetor. No modification to throttle shaft, throttle plate, or venture.

NOT ALLOWED:

1. One carburetor is listed as PIC 30. This carburetor has no choke housing and no numbers, it is illegal.
2. Welding or bonding of velocity stacks to the carburetor.
3. Internal modifications.
4. Removal of parts from throat area.
5. Polishing or filing.
6. Chemical milling.

RESTRICTOR PLATES

REQUIRED:

1. Only the official IODA restrictor plate between the carburetor and the manifold.
2. Single seat 21mm.
3. Two seats, no restrictor plate.
4. Must be .375" thick.
5. non-IODA plates will be allowed for 2023 but must have 1/8" holes in the front corner to be safety wired.

These restrictor plates are available only through the IODA tech director.

EXHAUST

REQUIRED:

- 1. Tri mill type header.
- 2. 4 into 1 type collector/merge. See ACR 35.

NOT ALLOWED:

Stepped header, Tri-y.

TRANSMISSION

RECOMMENDED:

Inspection plug above ring and pinion, so tech can read ring gear part number. Without an inspection plug we must tear down your transmission to inspect the ring and pinion.

ALLOWED:

- 1. Stock VW type 1 bug only. Model AH and At.
- 2. AH- 8:33 ring and pinion (4.125 ration) and stock gears must be retained.
- 3. AT- 8:31 ring and pinion (3.875 ratio) and stock gears must be retained.
- 4. Only gear ratios stated herein:

	<u>AH</u>	<u>AT</u>
1 st gear ratio	3.780	3.780
2 nd gear ratio	2.059	2.059
3 rd gear ratio	1.260	1.260
4 th gear ratio	.890	.930

Ratio of engine revolutions to wheel travel have been worked out and will be checked.

- 5. Rear transaxle mounts may be additionally supported.
- 6. Any manufacturer shifting lever.
- 7. Welded 3rd gear.
- 8. Beef-A-Diff.
- 9. Swing axle may only run 8:35-4.375 with following ratios:

		<u>AA or AB</u>
1 st gear ratio	3.80	
2 nd gear ratio	2.06	
3 rd gear ratio	1.32	
4 th gear ratio	.89	

NOT ALLOWED:

- 1. Any modifications.
- 2. Heavy duty side plates.
- 3. Axle over tubes.
- 4. Close ratio gears.

AXLES

ALLOWED:

1. Aftermarket type 1 CV cages.
2. Aftermarket type 1 axles.

FLYWHEEL

ALLOWED:

1. Stock VW type 1 design only.
2. Lightening and balancing.
3. Stock diameter only.
4. Eight dowel pinned.
5. Any gland nut and washer.

NOT ALLOWED:

Aluminum flywheel.

CLUTCH AND PRESSURE PLATE

ALLOWED:

1. Any manufacturer stock diameter only.
2. Balancing.
3. Hydraulic clutch slave cylinder.

FAN SHROUD

Stock or stock steel “36HP style” replica.

OIL COOLERS

ALLOWED:

1. Any manufacturer full flow system.
2. Location optional.
3. Late model housing. Type 4 cooler retrofitted in doghouse.

NOT ALLOWED:

Deep or dry sump.

FUEL CELL

MANDATORY See ACR 46.

IGNITION

See ACR 53.

The use of a distributor in the stock location (i.e., type 1 VW case) is mandatory. Ignition (spark) must be activated off the distributor shaft through the rotor and cap to the spark plugs.

REQUIRED:

1. One distributor type Bosch .009, .050 and .205 only.
2. Stock or Bosch direct replacement coil only, i.e., blue coil.

ALLOWED:

1. Battery 6 or 12 volts.
2. Any manufacturer distributor.
3. Any VW type alternator or generator in stock location. See ACR 57.
4. Magnetic pickups that directly replace the points.

NOT ALLOWED:

1. Magnetos and direct fire and multiple coil ignition systems. See ACR 57.
2. External spark management systems, i.e., ignition modules.

RADIO'S

NOT ALLOWED: radios.

GRANDFATHERED VEHICLES

1. Rear shock option: legal for 2023-2024 season. IODA class 11 racers will vote on whether we keep the 2.0 “rear stock option rule” beyond the 2024 season at the end of the 2023 season.
2. Restrictor plates: if or when “no restrictor plate on two seaters” becomes a problem we reserve the right to change restrictor plate rule mid-season under the discretion of class rep and tech director to rule below. IODA tech has the restrictors in stock to accomplish this.
 - A. Single seat (Class 11) size 19.5mm or .768 (Gold only).
 - B. Two seat (Class 11) size 21.0mm or .827 (Blue only).

CLASS 1600 (SINGLE BUGGY)

A limited 4 wheeled vehicle utilizing a type 1-1600cc VW air cooled engine run with one (1-1600) or two persons (2-1600) during racing. **ALL ACR'S APPLY**

BUMPERS

Adequate for safety front and rear. See ACR 35.

WHEELBASE

1. Minimum wheelbase is 95".
2. Maximum front track width from wheel mounting surface to wheel mounting surface at ride height will be 56".

WEIGHT

ALLOWED:

1. Single seat minimum 1,580 lbs.
2. Two seat minimum 1,780 lbs.
3. These are wet weights. See ACR 33.
4. Ballasts to make weight if needed. If this is used a 1/8" hole for wiring from the ballast to the frame to make removal impossible is mandatory.

STEERING

Open

FRONT END SUSPENSION

ALLOWED:

1. Type 1 VW suspension only. Stock type 1 width (34 and 3/16 inches) is mandatory.
2. Any manufactured parts as long as its stock measurements are maintained.
3. Reinforcing of stock parts.
4. Front axle torsion tubes may be cut, rotated, and rewelded to increase ground clearance.
5. Torsion adjuster.
6. Ball joints or king pin.
7. Any tie rod or tie rod ends.
8. Shocks towers may be strengthened, extended, or replaced.
9. Lay down front shock configuration.
10. Trailing arms may be reinforced or replaced.
11. Lower shock mounting stud may be enlarged or relocated.
12. Spindles may be reinforced or replaced.
13. Any manufacturer's torsion bars.
14. Sway bars may be removed.

NOT ALLOWED:

1. Secondary suspension. See ACR 45.
2. Aluminum front axle beams.

REAR SUSPENSION

ALLOWED:

1. Type 1 IRS or swing axle only. Rear suspension track width must not exceed 51" from backing plate flange to backing plate flange at ride height. Or 58.75" track width at ride height when running disk brakes.
2. Strengthening of IRS swing arms as long its stock arms dimension is retained plus or minus 1". Stock dimensions: center of rear torsion housing to center of rear stub axle plus or minus 1" is 16.25".
3. Torsion adjusters.
4. Outboard bus/type 2 reduction gears.
5. Any manufactured rear torsion bars and axles as long as its original type of suspension is retained.
6. Any manufactured torsion bars, axles, spring plates with additional retainer straps.
7. Rear torsion tubes may be strengthened or replaced. Type 1 stock width is 40.5"
8. Trailing arm bracket must be 13.50" plus or minus 1" measured from the inside of the flex plate (spring plate) to the innermost flange of the trailing arm pivot point).

NOT ALLOWED:

1. Secondary suspensions. See ACR 45.

SHOCK ABSORBERS

ALLOWED:

1. Any size or number.
2. Cooling fins.

NOT ALLOWED:

1. Air and coil over shocks. See ACR 45.

BRAKES

ALLOWED:

1. VW type 1, 2, 3 or 181 drum type.
2. Aftermarket disk brakes.

NOT ALLOWED:

1. Inboard brakes.

WHEEL AND TIRES

REQUIRED:

1. D.O.T. tires.

ALLOWED:

1. Wheels that will mount directly to a VW drum.

ENGINE

See engine 1/2/5-1600.

IGNITION

See ACR 9.

The use of a distributor in the stock location (i.e., type 1 VW Case) is mandatory. Distributors and coils of any origin and/or manufacturer are allowed. Capacitive ignition or pointless systems are allowed, but ignition (spark) must be activated off the distributor shaft through the rotor and cap to the spark plugs.

ALLOWED:

1. Battery 6 or 12 volts.
2. Any manufacturer distributor.
3. Any VW type alternator or generator in stock location with stock fan. See ACR 57.
4. Any stock or direct replacement coil.

NOT ALLOWED:

1. Magnetos and direct fir and multiple coil ignition systems.

RESTRICTOR PLATES

REQUIRED:

1. Only the official IODA restrictor plate between the carburetor and the manifold.
2. Single seat size 19.5mm or .768 (Gold only)
3. Two seat size 21.0mm or .827 (Blue only)
4. Must be .375" thick.

These are only available through the IODA Tech Director.

NOT ALLOWED:

1. Defacing or modifying.

TRANSMISSION

ALLOWED:

1. Stock VW type 1 or 2 transaxle housing.
2. Four Forward gears.
3. Internal/external modifications.
4. Any gear combination.
5. Only WV type (helical cut) gears.
6. Aftermarket side covers.

NOT ALLOWED:

1. Gears other than VW type.

OIL COOLERS

ALLOWED:

1. Any manufactured full flow system.
2. Location optional.

FUEL TANK

Fuel cells mandatory. See ACR 46.

CLASS 1/2/5-1600 ENGINE RULES ENGINE

The engine must be VW type 1, 1600 (U.S. Model Sedan component and dimensions) as delivered from the factory. Maximum engine displacement is 1600cc. (85.5mm bore x 69mm stroke plus or minus .015 stroke only).

To unify the rules in this class, either single or dual port heads may be used. Dual port engines will be using a 21.5mm restrictor plate and an EMPI 981292B adapter plate. Single port engines will use the following rules but will not use a restrictor plate.

CASE

ALLOWED:

1. Any type 1, 2, 3, or “universal” can be used.
2. Align bored.
3. Drilled and tapped for oil pressure and/or temperature sending units.
4. Crank pulley seal. Machining necessary for installation.
5. Case savers.
6. Seating surfaces for cylinders may be machined.
7. Oil galleries on early cases may be enlarged to that of the universal case (10mm).
8. Oil gallery plugs may be threaded.
9. Any oil bypass pistons and springs.
10. Windage trays.
11. Internal deburring.

NOT ALLOWED:

1. Any other modifications.

CRANKSHAFT

ALLOWED:

1. Stock type 1, 1600 VW only. Maximum stroke allowed is 2.7465” (69mm stroke, Plus/minus .015).
2. Any gear.
3. Power pulley.
4. Sand seals.
5. .030 undersized.
6. Balancing.

NOT ALLOWED:

1. Polishing or lightening.
2. Counterweights.

BEARINGS

Any manufacturer as long its stock dimensions are maintained.

PISTON ASSEMBLIES AND CYLINDERS

ALLOWED:

1. Any manufactured flat top pistons but stock dimensions must be maintained (85.5mm).
2. Three ring pistons only.
3. Wrist pin retainers may be of any type.
4. VW #311 “B” rod assemblies only. 5.395” plus or minus .010.
5. Balancing piston assemblies. Minimum weight: 310 grams piston only.
6. Compression distance open (pin height).
7. Cylinders may be machined for proper deck height.
8. Piston skirts may be drilled. 3 holes 1/8” diameter (.125) each side. Total of 6 holes.

NOT ALLOWED:

1. Slipper skirts.
2. VW "A" rods (identified by bolts rather than studs).
3. Polishing or profiling.
4. Dished or domed pistons.
5. Notches for valve clearance.
6. Top of piston cut at any angle other than 90 degrees to the side of the piston.

CAMSHAFT AND CAMSHAFT GEAR

Open.

HEADS

1-1600 heads:

1. Option 1- Single port without restrictor.
2. Option 2- Dual with 21.5mm restrictor plate and an EMPI 981293B adapter plate.

2-1600 heads:

1. Option 1- Single port without restrictor.
2. Option 2- Dual port without restrictor and an EMPI 981293B adapter plate.

ALLOWED:

1. U.S. Sedan Stock or its equivalent.
2. Fly cut for compression.
3. Combustion chamber volume open.
4. Three angle valve seats (15-45-75 degrees).
5. Welding for repairs only. If you fly cut too deep for high compression and burn through a spot you can repair it by welding that spot, not 360 degrees.

NOT ALLOWED:

1. Grinding, polishing, or porting.
2. Combustion chamber shape inner surfaces changed or touched.
3. Angle cutting of heads.
4. Machining cylinder head for valve spring clearance.

VALVE AND SPRINGS

ALLOWED:

1. One piece valve of any manufacturer with stock profile only.
2. Stainless steel. Swirl polished.
3. Single 45 degrees angle.
4. Guide may be bronze, cast iron or steel of any manufacturer and length.
5. Valve guide seal.
6. Any manufacturer of valve springs, spring retainers and lifters.
7. Stock valve spring seat diameter in the heads, inner and outer, must be maintained.
8. Valves: Intake 35.5mm maximum
Exhaust 32.0mm maximum

NOT ALLOWED:

1. Grinding, polished or porting in any area including valves, port area and guides.
2. Titanium valves or other exotic materials.
3. Back cutting of the valves.

ROCKER ARM SHAFT

ALLOWED: Any which permit use of standard stock 1600cc type 1 VW rocker arms.

NOT ALLOWED:

1. Roller or needle bearing either as a between the rocker arms and the shaft of the shaft.

ROCKER ARMS

ALLOWED:

1. Stock 1600cc VW rocker arms only ratio.
2. Any manufacturer push rods and tubes.
3. Rocker arm adjustment screws may be manufactured.
4. Rocker arm clips may be wire tied.
5. Resurfacing on adjusting screw end to permit the use of swivel feet or similar.
6. Valve covers any manufacturer.

NOT ALLOWED:

1. Grinding except that mentioned.

OIL PUMP

ALLOWED: Any manufacturer.

NOT ALLOWED:

1. Deep or dry sumps.
2. Sump alterations.

INTAKE MANIFOLD

ALLOWED:

1. Stock single port only.
2. Heater tube removal.
3. May be shortened but not welded back together. Hose and clamps must be used to facilitate inspection.

NOT ALLOWED:

1. Any method to enlarge the I.D. of manifold.
2. Chemical milling.

CARBURETOR

ALLOWED:

1. Stock VW 30 PICT 1, 2, or 3.
2. Maximum venturi size 24.10mm.
3. Removal of automatic choke housing, choke plate and shaft.
4. Electric needle valve optional.
5. Stock float bowl vent may be moved or plugged.
6. External float bowl vent.
7. Any air and main jet.
8. Any fuel pump stock or electric or combination.
9. Heater tubes.
10. Air cleaner of any manufacturer or location.
11. Velocity stacks.
12. Fuel pressure regulator.

NOT ALLOWED:

1. Carburetor listed as PIC 30. This carburetor had no choke housing and no numbers.
2. Welding or bonding of velocity stacks to the carburetor.
3. Internal modifications.
4. Removal of parts.
5. Polishing or filing.
6. Chemical milling.

CLUTCH AND PRESSURE PLATE

ALLOWED:

1. Stock diameter only.
2. Balancing.

FLYWHEEL

ALLOWED:

1. Stock VW type 1 design only.
2. Lightening and balancing.
3. Eight dowels pinned.
4. Any gland nut and washer.

NOT ALLOWED:

1. Aluminum

CLASS 6100 (GOB)

A two-wheel drive four wheeled passenger type production car that has been series produced in quantities of at least 50,000 for twelve-month period and available to the public of the U.S.A. All components must remain stock unless modifications are allowed. Must have a KBB value of \$5,000 or less and be 10+ years old. No special race trim packages, no turbos, superchargers, etc. NO BMW, Porsche, Audi, Lexus, Volvo etc. **Passengers are not required.**

All Components must remain stock unless modifications are allowed in this document. This is a stock production class and engine, body, and chassis combinations.

ALLOWED:

1. 6-8 cylinder Sedans, coupes, station wagons, El Camino's, Camaro's. Also air-cooled VW type 1 cars (must follow all rear-wheel-drive class rules).
2. 3-6 cylinder front wheel drive compact car.

NOT ALLOWED:

1. Convertibles or Porsches.
2. Four-wheel drive vehicles or frames manufactured as a four-wheel drive.

CHASSIS

Factory installed chassis and body must be maintained for a specified year.

1. Strengthening of chassis and frame by addition of material. Stock chassis only allowed.
2. Stock wheelbase must be maintained.
3. Rear wheel drive cars: minimum six-point roll bar 1.75x.095 with 3 door bars. Six-point cage diagram must be required material size. Remainder of the cage design is up to the builder. Includes door bars. 1.75x.120 tubing is highly recommended but not mandatory for the foreseeable future.
4. Front wheel drive cars: minimum six-point roll bar 1.5x.095 with 3 door bars. Six-point cage diagram must be required material size. Remainder of the cage design is up to the builder. Includes door bars. 1.5x.120 tubing is highly recommended but not mandatory for the foreseeable future.
5. Air-cooled VW type 1: Minimum six-point roll bar 1.5x.095 with 3 door bars. Six-point cage diagram must be required material size. Remainder of the cage design is up to the builder. Includes door bars.
6. Thinner wall allowable tubing selection above will require extra b pillar tube and rear halo X brace not just diagonal. See ACR 1.

ALLOWED:

1. American OEM full body rear wheel drive passenger car, 1964 or newer, full frame or unibody. Minimum 107.5-inch wheelbase.
2. Front wheel drive, compact car maximum wheelbase 107-inches.
3. Frames may be "X" braced.
4. Front and rear bars.

NOT ALLOWED:

1. Removal of any other material.
2. Change in length of frame.
3. Removal of vin plate or fender plate.
4. Rear frame cross member relocated or removed to allow for sinking of the fuel cell.

BUMPER

Stock front bumpers. See ACR 3.

REQUIRED:

1. Stock bumpers must use as much of the factory bumper cover as possible to keep the factory look.
2. Bolt or weld bumper ends to the car body. So not to “HOOK” competition.

ALLOWED:

1. Bumpers may be trimmed up to 3” for wheel clearance.
2. One additional maximum one inch OD bar may be added for radiator protection; must be behind the bumper, within confines of the body, no wider than OEM frame horns.
3. One inch wide by two-inch-tall steel or Lexan rub rails allowed- bolted flush to body. No sharp edges allowed on bumpers, rub rails or bolts. No bars past the outside edge of the body other than rub rails.

NOT ALLOWED:

1. Stock car bumper covers.
2. Adding any extra metal to bumpers.

FIRE WALLS

REQUIRED:

1. Must be stock front to rear with rear inner fender wells.
2. Stock location with no removal of material allowed
3. Holes must be covered with welded or riveted metal patches

FLOORBOARDS

ALLOWED:

1. Can weld or bolt mandatory scatter shield to floor for automatic transaxle vehicles.
2. Rust repair with equal thickness steel fully welded in place.

NOT ALLOWED: Any modifications to floorboards.

SKID PLATES

ALLOWED:

1. Low mounted front bumper skid plate that does not cover the grill.
2. Skid plate for engine and or transmission protection.

WEIGHT

NOT ALLOWED:

1. Ballast (extra weight) of any kind allowed. Any item deemed as ballast will be required to be removed.
2. Any excessive work to lighten the car. If your type of vehicle is excessively lighter than competitors with the same type it could be disqualified.

STEERING

REQUIRED:

1. Only stock steering as original on that particular chassis.
2. Removal of air bags.

ALLOWED:

1. Welding gussets to any stock component.
2. It is recommended to remove the steering lock from the column.
3. OEM steering columns may be replaced with steel knuckles and steel steering shafts.
4. Steering wheel quick release.
5. Aftermarket steel steering wheel.
6. Installing steel rod inside tubular tie rod for strength.

NOT ALLOWED:

1. Change of original concept or location.
2. Steering quickened (minimum 2.5 turns lock to lock)
3. Remote power steering reservoirs.

SUSPENSION

Stock Production.

REQUIRED:

1. Stock suspension parts only must be maintained as delivered on that chassis from the original manufacturer. Mountings and location stock only.
2. Suspension parts must remain stock as on the delivered chassis such as A-arm, I-beam, front axles, etc.
3. Springs in front must be stock.
4. Rear spring must be stock.
5. Track width stock.
6. Stock spindles only.
7. Stock pivot points only.
8. Rear axle housing may not rotate around spring mountings.

ALLOWED:

1. Limiting suspension drop with chains.
2. Removal of stock sway bars.
3. Compact cars may run rear 1987-1995 caravan rear hub style assembly.
4. Brace bar allowed between strut towers in front and rear.
5. Stuffing coil springs with tennis balls.

NOT ALLOWED:

1. Modifications to increase wheel travel.
2. Weight jacks.
3. Screw-in or rebuildable ball joints.
4. Tubular upper A-arms.

SHOCK ABSORBERS

Stock location OEM shocks must be installed correctly and in working order.

ALLOWED:

1. Roll cage may tie into strut or shock mounts.
2. OEM replacement non take apart shocks max 2" body.

NOT ALLOWED:

1. Protruding through the hood.
2. Remote shocks.
3. Remote reservoirs.
4. Racer or factory re-valve able.
5. Shocks larger than 2" O.D. body.

BRAKES

See ACR 20.

REQUIRED: Must be steel, unaltered, OEM operative, four-wheel disc or drum brakes, and match year, make and model of car used. OEM master cylinder only, in OEM location. Steel brake lines only. Stock rubber factory lines.

NOT ALLOWED: Bias adjuster.

WHEELS AND TIRES

ALLOWED:

1. Any steel wheel, or one-piece cast aluminum wheel.
2. Wheel stiffener ring. Weld in with max .25" thick x 1" tall/flat.
3. Grooved tires are allowed.

NOT ALLOWED:

1. Wheels wider than 8".
2. Wheel adapters or spacers.
3. Bead locks or bead screws.

BODY

REQUIRED:

1. Original shape, size, configuration, and appearance.
2. Stock mounting original location must be maintained (no change lateral, horizontal, or vertical).
3. Doors, hoods, and fenders must be in stock location. Must run rear doors and hatch/trunk lids.
4. Stock grill assembly and valance for that body year.
5. Must use four ½” hood pins. Across the hood front. Stock hinge at rear of hood. Must disable rear hinge spring.
6. Must declare vehicle make, year, model, weight. On the dash in front of the driver. Where tech can easily read. 1” tall lettering.
7. Front wheel drive cars must have a 3” fire extinguisher hole in the hood.

ALLOWED:

1. Body structural members may be cut (holes) for installation of roll bars or other supports but must remain intact.
2. Additional mounts and strengthening material may be added.
3. Doors, rear hatch, and hood may be skinned. If you skin front doors, then the door bar must be right behind door skin. 1” or less. If you skin hood must run a front cage. If you skin the rear trunk, you must have rear tubes supporting the frame tied into the cage.
4. May replace rubber body mounts with hockey pucks or other material, stock height.
5. Covers or mud screens allowed behind the grill only.
6. Rear wheel drive cars: installing older classic car bodies and muscle car bodies on different make cars. Must remain the same make all other parts regardless of the body make.
7. Any spoiler or ground effects.

NOT ALLOWED:

1. Shocks or air filter scoops through the hood.
2. Windshield and side glass.
3. Covering or boxing in front of the grill to keep mud out.
4. Stock front hood latch.

FENDERS

ALLOWED:

1. Enlargement of wheel openings (not more than 3” removed with 2” fender flare maximum) for tire clearance.
2. Body lines must be maintained.
3. Must mount to the firewall at rear and radiator support at front.
4. Rear wheel drive cars can gut fenders and remove front inner fender wells.

NOT ALLOWED:

1. Front hoop made for fenders, inner panels, and radiator.
2. Fiberglass fenders.
3. Front wheel drive front inner panels may not be modified, removed, or replaced.

VEHICLE INTERIOR

ALLOWED:

1. Allowed to modify OEM brakes and clutch pedal pad i.e., add sheet metal screws, expanded metal or dimple die. Can make bigger pad from steel only. Must be welded in place.
2. Dash optional.
3. Removal of dash and AC unit. Any holes in the firewall must be plugged with sheet metal.

NOT ALLOWED: Any carpet, headliner, airbags, must be removed.

HAZARDOUS PROTRUSIONS:

No part of the body or race car will be sharp, dangerous, or stick out to harm another vehicle track worker or crew.

GLASS

ALLOWED:

1. Seven-inch front sun visor maximum.
2. Open window may be closed with Lexan or sheet metal.

ENGINE

MANDATORY: Engine must be OEM appearing, must be able to be used in conventional passenger cars without alteration.

ALLOWED:

1. Replacing the engine with the same exact year and model junkyard engine.
2. Removal of AC pump.
3. May use solid engine mounts or safety chains.

NOT ALLOWED:

1. Any modifications to the engine. Internal or external.
2. Rebuilding the engine. Crate engines. Remanufactured engines.
3. Aftermarket air cleaner exception VW type 1 air cleaner open.

EXHAUST

Mandatory:

1. Exhaust manifolds must be stock
2. Exhaust must extend past the firewall and turn toward ground and must extend past the driver. Stay under the floor.

ALLOWED:

1. Removal of catalytic converter, O2 sensor must be retained if fuel injected.
2. Exhaust must extend past the driver.
3. Dual exhaust.
4. VW type 1 may run any off the shelf exhaust that fits under the body. Tail pipe can exit in front of the bumper.

NOT ALLOWED:

1. Exhaust entering interior at any point
2. Center dump type V8 manifolds. Unless they were offered for year chassis.
3. No crossover or “Y” pipes.

CARBURETION

Fuel injected cars must have fuel psi ignition shut off and push button bypass to start the engine.

NOT ALLOWED: Any modifications.

TRANSMISSION

ALLOWED: Aftermarket lever shifter on floor on rear-wheel-drive cars. Where the driver removed the column shifter.

NOT ALLOWED: Any internal modification.

CONVERTOR CLUTCH AND DRIVE PARTS

MANDATORY:

1. Paint driveshafts and or axles white and mark race car number on them in black.

ALLOWED:

1. Crankshaft to transmission input shaft shall be through a conventional style clutch or conventional vane type torque convertor.
2. Clutch maximum single disc. Minimum 10.5” factory replacement.

DIFFERENTIAL

ALLOWED:

1. Welded spool or mini spool.
2. .25”x2” flat bar across bottom of axle housing as brace laying flat from axle tube to axle tube. Beetle bailey style.

NOT ALLOWED:

1. Any other modifications.

COOLING SYSTEM

MANDATORY:

1. Removal of heater core for safety of occupants. Must patch holes with metal.
2. Radiator must be mounted in front of the engine to stock radiator core.

ALLOWED: Stock radiator in stock location only.

NOT ALLOWED: Protrusion through hood.

FUEL TANK

1. Fuel cells mandatory.
2. Must run 5-15 gallon fuel cell. Cells must be mounted above the floor/frame. Fuel cell must be mounted behind the rear stock fire wall and close to the rear axle.
3. Full suppression fire bottler highly recommended. See ACR 48.
4. Tubular fuel cell protection hoop mounted frame rail to frame rail, height of fuel cell, inside trunk area with 1.75-inch O.D. tubing must be inside/under the body.

NOT ALLOWED: Boat tank.

SEATS

See ACR 52.

IGNITION

Stock

BATTERY

ALLOWED: Relocating battery must be securely mounted between and above frame rail. See ACR 54.

ELECTRICAL

MANDATORY: fuel injection cars: oil psi shut off switch for power with push button bypass to start.

ALLOWED: aftermarket analog oil pressure and water temp gauges only.

NOT ALLOWED:

1. Fuel injected cars: removal of stock OEM wiring harness, gauge cluster, steering column and steering wheel retained.
2. Any form of radios.

LIGHTS

See ACR 55

CLASS 6200 G.O.B TRUCKS

Definition:

A two wheel drive pick up truck $\frac{3}{4}$ ton or smaller chassis, with front coil springs. Manufactured in quantities of at least 5,000 units of the same model per year and available for sale in the United States. All components must remain stock unless otherwise allowed in this document. This is a stock production class with matching engine, body and chassis combinations. Must be 10 plus years old, no special race trim packages, no high output engines, no turbos, no superchargers, etc

PASSENGERS ARE ALLOWED BUT NOT REQUIRED

MUST MEET ALL ACR'S

CHASSIS

1. Chassis must remain stock but may be reinforced by adding material.
2. Shortening of long wheelbase frame to match short wheelbase specs is allowed
3. The wheelbase must be stock measurements +/- 2"
4. Minimum 6 point roll cage 1.75" x .120 wall with 3 bar doors and plated Six point cage diagram must be required material size. Remainder of the cage design is up to the builder.
5. Rails from the cage to the front of the frame is allowed
6. No point of cage design may protrude past the outside edges of body except for 1 rub rail per side to protect each side of the cab only.
7. Rub rails must remain within 2" of outside door skin

BODY

1. Must run safety net on drivers side, if running passenger passenger side as well
2. 7" sun visor maximum
3. Original shape, size, configuration, and appearance.
4. Stock mounting original location must be maintained. (no change lateral, horizontal or vertical.)
5. Rust must be repaired as well as all other damage, in the firewall and floorboards
6. Must use 4, ½ inch hood pins across the front of the hood, stock hinges at the rear of hood
7. Center of hood may be skinned for cage clearance
8. Must keep the entire bed intact.
9. Doors need to be welded, bolted or chained shut
10. Doors may be skinned but roll cage must come within 1" of outer door skin.
11. Fenders and bedside may be trimmed up to 2" and rolled outwards for clearance.
12. No skinning of fenders or box sides
13. No removal of stock wheel wells
14. Must run stock grill

BUMPERS

1. OEM bumpers and stock location only. Must remain as delivered on that chassis from the original manufacturer front and rear
2. Front bumpers may be trimmed up to 3" for wheel clearance
3. No additional strength or material may be added to any bumpers

FIREWALL

1. Stock location with no removal of material allowed.
2. All holes must be covered with welded or riveted patches
3. Can drill holes for bars only if the roll cage is extending past the firewall into the engine bay.

FLOORBOARDS

1. Rust repair with equal thickness steel fully welded in place
2. No modifications to floorboard
3. Holes may be cut to connect roll bar to chassis

STEERING

1. Only stock steering as original on that chassis
2. Must remove airbags
3. Can weld gussets to any stock component
4. Removal of steering wheel lock is required
5. Aftermarket steering wheels and steering wheel quick release allowed.
6. No steering quickeners
7. Must run OEM power steering equipment as delivered on that particular year chassis

SUSPENSION

1. Stock suspension parts and locations must be maintained as delivered on that chassis from the original manufacturer
2. Track width must remain stock
3. Pivot points must remain stock and in stock locations
4. Ball joints must remain OEM or direct OEM replacement
5. Rubber/poly bump stops may be used but must remain in stock location
6. Front and rear springs must remain stock using OEM or OEM replacement mounts stock location only
7. Stock spindles only
8. Reinforcement of front suspension components is allowed
9. Removal of sway bar is allowed
10. Can stuff coil springs with tennis balls
11. Limiter straps allowed

SHOCK ABSORBERS

1. Stock location OEM shocks must be installed properly and in working order
2. Roll cage may tie into shock mounts
3. OEM replacement non take apart shocks, Max 2" body
4. One additional OEM shock per corner is allowed and must be mounted securely. Front shock only on front rear on rear only.
5. No air shocks, remote shocks, remote reservoirs, factory revalveable, or shocks larger than 2 " O.D. body allowed
6. No shocks protruding through hood or bed

SKID PLATES

1. Skid plates allowed for engine and transmission protection but may not retain fluids

WEIGHT

1. No ballast or extra weight of any kind allowed. Any item deemed ballast will be required to be removed

BRAKES

1. Must be steel, unaltered, OEM operative, as delivered from the factory
2. OEM master cylinder only in stock location
3. Steel brake lines only, with stock rubber hoses
4. No bias adjusters allowed
5. No hand brakes

WHEELS AND TIRES

1. Any steel wheel or one piece cast aluminum wheel
2. No 3 piece take apart or beadlock wheels
3. No bead screws allowed
4. No adapters or spacers
5. Wheels must be 8.5" or less
6. DOT tires only
7. Tire grooving allowed
8. Maximum tire size 33x12.5" or metric equivalent
9. Tubes are allowed

VEHICLE INTERIOR

1. All carpet, headliner, and air bags must be removed
2. Removal of dash optional, no removal of instrument cluster
3. Must keep OEM pedal assemblies
4. May run on rearview mirror

ENGINE

1. Engine must be OEM appearing, must be able to be used in conventional pick up without modifications
2. MAX CID: Ford (351) GM (350) Dodge (360)
3. No big blocks or diesels
4. Replacement of engine must be with the same year and model. Junkyard only. No rebuilding, crate motors or remanufactured engines allowed
5. Removal of A/C pump allowed
6. Stock motor mounts may be wrapped in chain for extra strength NO solid mounts

EXHAUST

1. OEM or OEM direct replacement exhaust manifolds delivered from that year on that particular model only
2. Exhaust must stay below floorboards
3. Exhaust must extend beyond driver and turn outward
4. May remove catalytic converter
5. Dual exhaust allowed

SEE ACR 32

INTAKE

1. Intake MUST be OEM as delivered from the factory
2. No throttle body modifications
3. No manifold modifications
4. Must run stock air cleaner and filter
5. No special intakes or filters allowed

CARBURATION

1. No modifications to carburetor ,throttle body injection or fuel injection systems
2. Carburetors must run stock mechanical fuel pump

3. Electric fuel pumps must turn off with both a low oil pressure switch as well as main kill switch

TRANSMISSION

1. No internal modifications allowed
2. No modifications to clutch or torque converter allowed
3. Must use OEM or direct OEM replacement

SEE ACR 35 AND 36

DRIVESHAFTS

1. Must paint driveshafts white and must have vehicle number in black
2. No modifications to driveshaft allowed
3. OEM or OEM direct replacement U-Joints only
4. Driveshaft loop required See ACR 37
5. 2 piece shafts require 2 loops

DIFFERENTIAL

1. Welded or mini spools allowed
2. 0.25" x 2" flat bar across bottom of of axle housing laying flat from axle tube to axle tube Beetle Bailey style
3. No additional modifications allowed.
4. Must run OEM gearing as delivered from factory on that particular chassis on that chassis for that year

COOLING SYSTEM

1. Removal of heater core required
2. OEM or direct OEM replacement radiators only no aftermarket
3. Stock radiator mounted in stock location only
4. Radiator may not protrude through the hood
5. A rock screen may be added in front of the radiator for protection, but must be mounted behind the grill
6. No aftermarket high flow water pumps
7. Cooling fans must be OEM or OEM direct replacement as delivered from the manufacturer. No modifications allowed
8. Fan shroud must remain stock and unmodified

FUEL TANK

1. SEE ACR 42
2. Fuel cells mandatory.
3. Must run 5-15 gallon fuel cell. Cells must be mounted above the floor/frame. Fuel cell must be mounted behind the rear stock fire wall and close to the rear axle.
4. Full suppression fire bottle highly recommended. See ACR 48.
5. Tubular fuel cell protection hoop mounted frame rail to frame rail, height of fuel cell, inside trunk area with 1.75-inch O.D. tubing must be inside/under the body.

NOT ALLOWED: Boat tank.

SEATS

1. SEE ACR 47
2. 3g suspension seats are allowed but not mandatory

IGNITION

1. Stock ignition only

BATTERY

1. SEE ACR 49

ELECTRICAL

1. Factory wire harness must remain intact
2. Factory cluster must remain in vehicle
3. Aftermarket oil pressure and water temp gauges only allowed
4. No radios except race receiver

