**Glendon Mud Bog Rules**

**General Rules**

* Drivers must be 14 years of age to enter. Parent or guardian to sign for anyone under 18 years old. An adult should accompany drivers under 16.
* Tow Hooks front and back.
* 4x4 should function.
* Must have an aggressive mud tire, minimum decent condition MT tire.
* Battery must be secure, no bungee cords or rope.
* No part of fuel system in the cab or drivers compartment.
* Seatbelts required.
* Helmets with a chin strap are required.
* Head to toe covering.
* Air bags disabled (minimum pull fuse)
* Working brakes, must pass brake test by tech inspection.
* All vehicles must pass a safety inspection completed by the tech.
* 10 km/hour speed limit in the pit
* No racing in the pits, trucks come race ready no test and tune/ hot rodding in pit area!
* Competitors vehicles must be operated safe manner at all times, in the pit, staging, loading and unloading.
* Once a competitor has pulled up to the start line, whether they have a measurable run or not, they will not be refunded their entry fee.
* Driver’s meetings are held 1 hour before the event starts, time to be announced closer to the event. All mud bog competitors must attend. If the organizer calls a mid-event meeting, all drivers must attend.
* A vehicle can only be entered into one class in the event, no double classing.
* Once your vehicle stops moving in the pit, your race is done once you are shutdown. reversing is a DQ. This is to preserve the track.

**Class Rules**

* There will be three classes Street, Modified, and Unlimited. Tech has final say.

**Street Class**

* **Mud Terrain tires**, No Boggers or TSL’s. no cut tires.
* Max 37” tire.
* Re-grooving of tires allowed, as long as the tread depth does not exceed 32/32”
* Motor swaps allowed, big blocks in full size trucks only. Small blocks allowed in mini-trucks or Jeeps.
* Cam, Intake, Rockers, Headers, ignition and fuel system allowed
* No adjustable traction bars or adjustable suspension.
* Solid axle swaps allowed on stock type suspension.
* Stock production heads, no porting of heads or intake.
* No Nitrous, no blowers, no aftermarket turbos
* Any size bolt on lift allowed, anti wrap bars allowed.
* Exhaust must exit below the drivers compartment and behind the engine compartment.
* 16” Vacuum at 1000 RPM
* Diesels at tech discretion.

**Modified Class**

* Diesel at tech discretion. Tuners, exhaust, intake generally allowed.
* Any un-modified DOT tire, no cuts.
* Re-grooving of tires allowed, as long as the tread depth does not exceed 32/32”
* Motor swaps allowed, big blocks in full size trucks only. Small blocks allowed in mini-trucks or Jeeps.
* No use of Trans-brake, 2500 stall convertor max.
* Should resemble a truck. Mostly full body, cutting for tire fitment etc,
* Exhaust must exit below the drivers compartment and behind the engine compartment.
* 14” Vacuum at 1000 RPM
* Cam, Intake, Rockers, Headers, ignition and fuel system allowed
* Must retain factory stroke crankshaft, maximum flattop piston and OE factory production heads.
* Any size bolt on lift kit, anti-wrap bars allowed.
* No adjustable traction bars or adjustable suspension.
* Solid axle swaps allowed on stock type suspension.
* Stock production heads, no porting of heads or intake.
* No Nitrous, no blowers, no aftermarket turbos
* Max 850 cfm carb (4150 series carb, no 4500s)
* Front differentials shall remain behind the engine’s balancer
* Vehicles that have a removable top (blazers, broncos, jeeps) not running the top must have 4 point roll cage minimum.

**Unlimited Class**

* All that don’t fit Street class Rules.
* Race suspensions.
* Power adders.
* Cut tires, ag tires, paddles.
* Unlimited engine.
* Preferred drive loops, transmission scatter shield, u-joint scatter shield (mandatory if running nitrous/alcohol or trans-brake)
* Fire suit, 6-point roll cage, 5-point harness, visible fuel or battery shut off all mandatory if running nitrous/alcohol.

\*\*For any questions regarding the rules, please contact Tyler Friesen @ 7807284458 (call or text), or on facebook messenger.