

# 2013 Competition Modified Class Rules

The intentions of the Competition Modified Class Rules are to allow modifications enhancing vehicle performance, while controlling the cost of competing. Professionally built vehicles and those deemed by the Promoter as advanced beyond Comp Mod will be asked to race in the Professional Class.

*The top four finishing competitors in each Class will be subject to post race vehicle inspection for rule compliance immediately upon race completion.*

*Any vehicle deemed by the Promoter or his designee to have purposely circumvented the rule(s) may be forced to forfeit their finishing position or be disqualified.*

The Promoter will have the final call in all decisions pertaining to Comp Mod Class Rules.

1. Roll cage:
  - 1.1. Should conform to S.C.O.R.E./BITD rules regarding tubing size, type, gusseting and vehicle weight.
  - 1.2. Roll cage must be mounted securely to the frame at 6 points.
  - 1.3. Door bars required for all occupants.
  - 1.4. A single diagonal or 'X' support required in B pillar.
  - 1.5. A rock/debris screen in the front window area is recommended.
  - 1.6. In the event the Driver/Passenger doors/windows cannot be opened due to design or emergency, the driver/passenger must be able to exit the vehicle through either the front or rear window opening unimpeded.
2. Suspension:
  - 2.1. Total length of actual suspension travel measured at the wheel may not exceed 17 inches front or 20 inches rear.
  - 2.2. Coilover shocks up to 2.5 inch diameter are allowed.
  - 2.3. Bypass shocks up to 2.5 inch diameter are allowed.
  - 2.4. Coilover shocks allowed on front OR rear only.
  - 2.5. Any **ONE** of the following set ups are allowed:
    - 2.5.1.1. One Coilover shock per wheel. (front or rear only, not both)
    - 2.5.1.2. Two - 2 inch diameter rebuildable/re-valvable/reservoir shocks per wheel.
    - 2.5.1.3. One - 2.5 inch diameter shock per wheel.
    - 2.5.1.4. Any number of OE shocks per wheel
  - 2.6. Bypass, reservoir and Coilover shocks may NOT be mounted together in conjunction on the same axle, control arm or wheel.
  - 2.7. Air/hydraulic bumpstops allowed.
  - 2.8. Internal Bypass Coilover and Adjustable Reservoir shocks allowed.
  - 2.9. Open to any axle or track width.
  - 2.10. Driveshaft safety loops required 12" from front of each drive shaft.
3. Seats and Harness
  - 3.1. Five point harness for driver and passenger (if equipped) required.
  - 3.2. Race suspension style seat for driver and passenger required.
  - 3.3. Harness correctly installed as per manufacturer.
  - 3.4. Seat and harness must be mounted to roll cage.
    - 3.4.1.1. Provision may be made if cab/cage is integral and substantial re-enforcement to mounting points is apparent.
  - 3.5. Window nets or arm restraints required for driver/passenger.
4. Engine:
  - 4.1. Modified engines/engine swaps allowed.
  - 4.2. Engines must remain in the factory installed position. MINOR allowances will be made for inconsistencies with factory engine placement due to clearance/packaging for engine swaps.
  - 4.3. Original factory installed engine mounting points (bolt holes/lower mounts etc) must be retained on the vehicle frame as proof of original factory engine location.
    - 4.3.1.1. It is the racers responsibility to be able to provide proof of the original factory engine location.
  - 4.4. Engine relocation for performance advantage will be penalized.

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- 4.5. Engine placement must be front configuration only.
  - 4.6. Mid-Engine or Rear-Engine configurations as designed by factory allowed. (IE: VW)
  - 4.7. No nitrous or alcohol fueled engines allowed.
  - 4.8. A 'firewall' separating the occupants from the engine/transmission compartments required.
  - 4.9. Fuel cell with rollover safety vent and hose required.
  - 4.10. Transmission scatter shield recommended.
  - 4.11. Battery must be securely/mechanically mounted. Bungee cords, zip ties or cheap parts store tie downs not allowed.
  - 4.12. Vehicle must have a Battery 'Master Switch' capable of disconnecting and turning off all battery supplied power.
  - 4.13. Baffled 'spark arrestor' style muffler required to reduce fire danger on the course. (IE Open Headers, 'Cherry Bomb', and other 'straight through' design mufflers are forbidden)
5. Frame:
- 5.1. Factory design length frame rails are required to be intact under the vehicle.
    - 5.1.1. Allowances will be made for modifications due to clearance/suspension design.
      - 5.1.1.1. On full bump, the top of the rear end axle tubes may not break the plane of the top factory intended frame rail.
      - 5.1.1.2. The frame rearward of above mentioned axle notch must be retained..
  - 5.2. The frame rail directly above the rear axle may be notched enough to allow further upward travel (bump) of the rear end during full compression.
    - 5.2.1.1. On full bump, the top of the rear end axle tubes may not break the plane of the top factory intended frame rail.
    - 5.2.1.2. The frame rearward of above mentioned axle notch must be retained..
  - 5.3. Back halved or full tube chassis are forbidden.
  - 5.4. Plating/boxing/re-enforcement of the stock frame is allowed.
6. Body:
- 6.1. Vehicle must have the original and identifiable OE body design installed on the vehicle at the starting line: Fenders, doors, hood, cab, quarter panels.
  - 6.2. Jeeps, Broncos, Scouts and other vehicles with removable tops/doors may remove them for competition if sufficient protection of driver/passenger is present.
  - 6.3. Fiberglass replacement panels are allowed in OE positions.
  - 6.4. Occupants must be shielded from rear wheels.
7. Additional Modifications:
- 7.1. Competition vehicles that do not conform to the above listed requirements will be evaluated by the Promoter or his designee and may be allowed to compete in the Competition Modified Class.
  - 7.2. If allowed to compete in said class, a time penalty of up to 10% per violation may be assigned to offset the prohibited modification(s).
  - 7.3. Penalties exceeding 10% may be moved up to Pro class at the Promoters discretion.

**PLEASE NOTE: It is the Competitors responsibility to ensure that their vehicle complies with the Class Rules! Vehicles found to be in violation of said rules may be subject to being advanced one class, Time Penalties, or Disqualification!**

The Pre-RaceTech Inspection is to identify and address Safety Issues, not ensure compliance with Class Rules. Simply passing Tech Inspection does not automatically qualify the vehicle for its class.

For any questions pertaining to Competition Modified Class rules or penalties, please contact the following:

Don Linder- 406-670-4647 [don@yorracing.com](mailto:don@yorracing.com)

Craig Perkins- 406- 861-1946 [craigaperkins@hotmail.com](mailto:craigaperkins@hotmail.com)

Jeff McGill 406-850-8028

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