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TORC/USAC

“The Off-Road Championship Series” (TORC Series) is a national motorsports corporation, headquartered in Crandon, WI, USA with satellite offices in the State of California. TORC Series is dedicated to conducting professional, sportsman, semi-pro and grassroots off-road racing events. The United States Auto Club (USAC) is an international racing organization, headquartered in Indianapolis, IN, who sanctions and officiates professional auto racing events, throughout the world. USAC is a founding member club of the Automobile Competition Committee of the United States (ACCUS) which represents the United States with the international sanctioning organization FIA.

MISSION STATEMENT

“The Mission of TORC Series is the cultivation of an inclusive professional short course off-road racing environment based on honesty, integrity and the respect and appreciation of participants and our business partners.”

OPERATING GUIDELINES

TORC Series Rules are established to provide safe, competitive, affordable off-road racing events. TORC Series conducts off-road races as professionally officiated events, strictly following the Rules set forth by the Series. Rule changes and/or clarification(s), including administration procedure, are not subject to challenges by participants or other members. A joint effort of the owners, drivers, promoters, race organizers, members, sponsors, and TORC/USAC Series personnel provides for the continuous improvement and interpretation of the Series Rules, operations and implementation. A Member from each listed group will be appointed by the TORC Series to a TORC/USAC Series Competition Staff. These Rules may be amended/clarified from time to time at TORC Series' discretion. Rule changes will only to be implemented to enhance and/or improve competition that furthers the TORC Series' goals for driver, promoter, sponsor, spectator and TV audiences to insure the following:

1. Safety on and off the track.
2. Growth and prosperity of the sport.
3. Professionally managed and conducted events.
4. Long-term continuity.
5. Respect for participants, sponsors, team owners, spectators.
6. Integrity.
7. Credibility.

It is the total responsibility of each participating competitor to insure that their team actions and their equipment are in full compliance with all relevant TORC Series Rules. The publication and compliance with TORC Series Rules does not guarantee, warrant or imply safety to TORC Series members, their teams or any party reading, reviewing or using this publication. Acceptance and application of TORC Series Rules are in no way a guarantee against injury or death to any participant, spectator, competitor, sponsor or others. Racing is dangerous. TORC Series members and racers compete at their own risk.

TORC Series endeavors to:

1. Conduct and promote the finest short course off-road races.
2. Work at all times to maintain a professional image to encourage sponsorship for drivers, team owners, race venues and the Series.
3. Ensure significant purses to attract quality professional participants, sponsors & fans.
4. Be obliged to provide racers, sponsors and fans a guarantee of competitive top teams; a growing racer body and live spectator base; and professionally managed events.
5. Never waiver in providing professional track staff and operations in the interests of safety, uniformity, fairness and entertainment.
6. Keep the best interest of the sport first and foremost and be a leader in the motorsports industry.
7. Respect the needs and interest of all constituents including fans, sponsors, racers, teams, promoters, media and the communities in which TORC Series does business.

TORC Series GENERAL RULES PRO, SRT & GRASSROOTS DIVISIONS

1. GENERAL RULES

A. Effective Date: These TORC Series rules become effective January 1, 2009 and supersede all previous rules, amendments, bulletins or supplementary regulations.

B. Amendment: TORC Series rules may only be amended by the publication of a bulletin issued by TORC Series pursuant to the authority of TORC Series principals. An amendment is effective upon the date the bulletin is released by TORC Series/USAC Officials.

C. Applicability: TORC Series Rule Book is applicable to all TORC Series sanctioned events.

D. Interpretation and Application: TORC Series/USAC Official's interpretation, clarification or application will prevail upon disagreement or dispute regarding the meaning or application of the TORC Series rules. Notwithstanding the foregoing or any other provision in the TORC Series Rule Book, TORC Series may review an interpretation, clarification or application of the rules where the TORC Series/USAC Official deems such review to be necessary.

E. Finality of Interpretation and Application: All TORC Series members agree that determinations by TORC Series/USAC Officials as to the applicability, clarification and interpretation of the TORC Series rules are not subject to litigation and not subject to appeal and agree that all TORC Series decisions are final. Member further agrees that they will not initiate or pursue litigation or any kind against TORC Series, USAC or anyone acting on behalf of TORC Series to reverse or modify such determinations or to recover damages or to seek any other kind of relief allegedly incurred or required as a result of such determination unless TORC Series/USAC Officials made such determinations for no purpose other than a bad faith intent to harm or cause economic loss to the member or Official. If a member, competitor or Official initiates or maintains litigation in violation of this covenant, that same person agrees to reimburse TORC Series and/or USAC for the costs of such litigation including attorney's fees. Member, competitor or Official further agrees that if any litigation brought against TORC Series for any reason, the matter will be tried before a judge of competent jurisdiction in the State of Wisconsin, in Forest County, and hereby waives any right to trial by jury in such action.

F. Principal Rule of Interpretation, Clarification or Application: TORC Series Rules are intended to ensure that TORC Series/USAC sanctioned events are conducted in a manner that is fair to all competitors, consistent with prompt finality in competition results. Circumstances may be presented that are unusual, in which strict application of the TORC Series rules may not achieve this goal. In such rare circumstances, TORC Series, may make a determination regarding the operation of the race, the eligibility of a competitor, or similar circumstance that are NOT consistent with TORC Series rules, in order to achieve this goal. Such determinations are reviewable by TORC Series as contemplated above. All such determinations are subject to the finality rules stated above.

G. Special Rules: Extraordinary circumstances or conditions regarding an event, member or competitor will necessitate the application of special rules as determined and applied by TORC Series. Such special rules must apply to the event and be properly published or announced prior to the event.

2. MEMBERSHIP and LICENSES

A. Eligibility: TORC Series will accept as a TORC Series member, any individual or business entity interested in off-road racing, so long as the individual or business entity has properly and truthfully completed and filed a membership application, agrees to abide by the TORC Series Rules and paid the required fees for membership. Participation or involvement of a member or applicant in activities or actions detrimental to off-road racing or TORC Series, whether in the course of racing or not, and whether the applicant was a member or applicant at the time of such conduct, may result in rejection of membership. TORC Series may review the qualifications of any license holder at any time. TORC Series may request retesting or evaluation of a license holder to verify the qualifications of the license holder. TORC Series reserves the right to reject the application of an otherwise qualified applicant in the interest of off-road racing or TORC Series.

B. Application Process: A membership packet may only be obtained from TORC Series Headquarters. Completed applications must be returned to TORC Series Headquarters, which is the only TORC Series office authorized to issue membership. Membership application forms must be fully executed, signed by the applicant and accompanied by the required fee. Acceptance of a TORC Series membership application form and fee does not constitute the issuance of, or approval by TORC Series. TORC Series Headquarters will advise applicants in writing whether their application for membership has been approved.

C. License Required- Every TORC Series member who desires to participate in a TORC Series sanctioned event as a driver, owner, crew member, TORC Series/USAC Official, sponsor, or sponsor representative must apply for, receive and possess a valid current TORC Series license authorizing participation in that capacity. All TORC Series members who are participating in a TORC Series event must display their license at all times.

D. Independent Contractor Status: All TORC Series members acting in their own capacity are and shall be independent contractors and not agents, servants, or employees of TORC Series/USAC. TORC Series members shall use their own methods in performing their duties in accordance with the TORC Series Rules, as they may be amended from time to time. It shall be the member's obligation to furnish any tools, supplies or materials, which they deem necessary to perform their duties. The member shall be responsible for compensating and shall be responsible for all action of their employees or agents. The member assumes and takes full responsibility for reporting and paying to the appropriate authorities all charges, premiums and taxes, if any, due or payable on any funds the member may receive as a result of their duties and/or activities as a TORC Series member, including but not limited to, social security taxes, unemployment insurance taxes, compensation insurance, income taxes, withholding taxes and the like.

E. Minors: If the TORC Series membership applicant is a minor under the laws of his or her state of residence, the applicant must also submit with their application a fully executed and signed Minor's Release. The Minor's Release must be signed by the applicant's natural father AND mother or by a court appointed legal guardian. TORC Series has the right but not the obligation to approve the application of any applicant less than 18 years of age.

F. License Non-Transferable: A TORC Series license is non-transferable and non-assignable. Only the Member to whom it is issued may use it. If a licensee intentionally or unintentionally transfers, assigns or otherwise permits another person or entity to use or attempt to use the licensee's license, then the licensee shall be subject to disciplinary action, including membership expulsion, and shall indemnify and hold harmless TORC Series from any loss or expense incurred by member or TORC Series as a result.

G. Membership Benefits: The following indicates privileges accompanying TORC Series membership. This list is not intended to be all-inclusive but highlights and is subject to improvement and modification by TORC Series.

1. Coverage by TORC Series liability insurance.
2. Access to Staging.
3. Access to Start Line.
4. Access to Hot Pits.
5. Access to Drivers meetings.
6. Access to Vehicle inspection upon request by TORC Series.
7. Access to Tech tear down when requested by TORC Series.
8. Access to Impound.
9. Access to competition review procedures.
10. Access to podium or winner's circle ceremonies (as approved by TORC Series).
11. Access to Spotter's tower.
12. Access to any Special "driver relations" type meetings.
13. Preferential TORC Series email press releases & news.

H. TORC Series Race Driver and Crew Member License Requirements

1. To secure and maintain a TORC Series license as a **race driver**, a TORC Series member must:
 - a. Be at least 16 years of age.
 - b. If requested, must submit to and pass a driving ability tests conducted by and at the discretion of TORC Series/USAC Officials, whose decision as to the applicant's driving ability is final and binding.
 - c. Be physically and mentally fit. TORC Series/USAC Officials may require the applicant to submit to and pass a physical examination by a qualified physician at the applicant's expense.
 - d. Must execute and deliver to TORC Series such authorizations, releases, applications, consents, waivers and other documents as may be required by the TORC Series.
 - e. Rookie status starts after your first race event in a given race season and that is the only season that you will be eligible for rookie status. PRO drivers, who race less than 25% of the races in a given race season; will retain their rookie status for the following race season.
 - f. To secure a PRO Division License as a rookie, the competitor must have been issued official credentials from TORC Series Headquarters or have the written consent of the TORC Series/USAC Race Steward at least 24 hours prior to his or her first event.
2. To secure and maintain a TORC Series license as a **crew member**, a member must:
 - a. Be at least 16 year of age.
 - b. Be physically and mentally fit. TORC Series/USAC Officials may require the applicant to submit to and pass a physical examination by a qualified physician at the applicant's expense.

I. TORC Series/USAC Staff License Requirements: To obtain TORC Series/USAC Staff credentials and engaged as part of the TORC Series/USAC sanctioning and/or event staff, an individual must meet the following requirements:

1. Be a minimum of sixteen years of age.
2. Have the necessary minimum experience, and qualifications as determined solely by a TORC Series/USAC Official via verbal interview or resume, to function in the required capacity.
3. Be physically fit and mentally alert to perform the duties of a TORC Series/USAC Official. TORC Series may request a copy of a recent physical examination performed by a qualified medical doctor or request applicant to pass a physical exam.
4. Must possess a valid driver's license issued by the State of residence.

5. Must be presentable in appearance and demeanor.

TORC Series reserves the right to refuse staff credentials to any person on any grounds without limitation:

J. Use of TORC Series License: All TORC Series license holders must keep their license in full view at all times.

K. Suspension: TORC Series may suspend a membership for a definite or indefinite period of time in the interest of off-road racing or the TORC Series. The license of a competitor, suspended at any time for any reason, must be promptly forwarded to TORC Series Headquarters. The license shall be invalid until the lifting of the suspension. TORC Series Headquarters will return the license upon completion of the suspension. The affected member may appeal such suspension.

L. Voluntary Termination: A Member may discontinue their membership at any time by surrendering their membership, accompanied by a letter of resignation, to TORC Series Headquarters.

M. Involuntary Termination: TORC Series may terminate a membership at any time in the interest of off- road racing or the TORC Series. The affected member may appeal such termination.

N. Ejection: The TORC Series/USAC Race Director may eject a licensed competitor from an event or from the racing premises to promote the orderly conduct of the event. An ejection is final and not subject to appeal or review.

O. Expiration: All memberships are annual and expire automatically on the last day of the calendar year in which the membership was issued. Membership fees are non-refundable.

3. SANCTIONED EVENTS

A TORC Series event is a racing venue that TORC Series/USAC has agreed to sanction in accordance with a fully executed Sanction Agreement with the events Promoter. The Sanction Agreement in effect, at the time of the event, cannot be canceled or rescinded by TORC Series/USAC or the Promoter except as provided in the Sanction Agreement.

A. Only individuals holding a current and valid TORC Series license are eligible or authorized to participate in TORC Series sanctioned events.

B. Any changes or additions to the event schedule relating to a race program including time trials, hot laps, press runs, practice and pre-race off-road racing contests must be approved by TORC Series/USAC Officials.

C. The use of any stimulants, depressants or tranquilizers, including but not limited to alcoholic beverages, narcotics, and other controlled substances during an event is strictly prohibited. It is the sole responsibility of the promoter to provide sufficient security personnel at all time during an event to enforce this provision. Failure of the promoter to provide sufficient security personnel may result in the termination by TORC Series of the sanction and the refusal by TORC Series to approve future sanction applications.

4. SAFETY

Off-road racing is an inherently dangerous sport. Each competitor assumes that risk when he or she participates in an event. While everyone involved (off-road racing team owners, drivers, crew members, officials, promoters, promoter personnel and TORC Series) take and have taken measures to reduce the risk of serious injury, the risk cannot be eliminated and, in fact, will always be present at a high level. Members are required to advise their spouses, guardian and next of kin, if any, of this fact. Although safety is everyone's concern, by virtue of its limited role in the conduct of any event, TORC Series cannot be, and is not responsible for all or

even most aspects of the safety effort. That responsibility instead rests with the various participants in the Event(s) as follows:

A. Promoter - The Promoter is directly and finally responsible to ensure that the racing facilities are adequate for the event; that adequate safety personnel and equipment are provided for each event, both for the purpose of preventing injury where reasonably possible and responding to injury when it occurs; and that the conditions at the racing facility are maintained in a reasonable manner to reduce the risk of injury.

B. TORC Series - Employees and representatives of TORC Series, when they are present at an event, will inform the promoter of any inadequacies in the facilities, safety personnel, and equipment, or other conditions at the track that they observe and consider, in their best judgment, to be inconsistent with the interest of safety. TORC Series employees and representatives do not make any representations or warranties of safety to any competitor or other person. As a result, TORC Series, cannot and does not take responsibility to ensure the adequacy, for purposes of safety, of the racing facility, safety personnel or equipment, or conditions at the track. The promoter (see above) and the competitors (see below) are solely and ultimately responsible for such matters at TORC Series off-road racing events.

C. Competitors - All Competitors are obligated to inspect the racing facilities, safety personnel and equipment and conditions at the track on a continuing basis before, during and after the event. Since the competitors are closer to the racing facilities, safety personnel and equipment, and conditions at the track on a continuous basis throughout the event than TORC Series Officials or the promoter, it is their obligation to inspect, observe and report to the promoter promptly any inadequacy in the facilities, personnel, equipment or conditions at the track. Competitors also are solely and directly responsible for the safety necessary to perform their duties as a driver, owner, or crew member. This includes activities involving all race equipment, race vehicle, and support equipment to ensure minimum amount of risk or injury to themselves and others.

NEITHER TORC Series NOR THE PROMOTER CAN OR WILL BE RESPONSIBLE FOR THE ADEQUACY OF A COMPETITOR'S OFF-ROAD RACE VEHICLE, RACING EQUIPMENT OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE.

D. TORC Series Officials - In the TORC Series, TORC Series Officials are sometimes independent contractors, often employed by the promoter in other capacities. Those Officials, in the exercise of their independent judgment, should report promptly to the promoter any observed safety inadequacies in the racing facilities, safety personnel and equipment, and conditions at the track. In addition, if a TORC Series Official observes any safety inadequacies in a competitor's racing equipment, or conduct, the official may take whatever action is deemed reasonable and appropriate in order to correct such inadequacy. Such action may include, but is not limited to, physical examinations, medical determinations, and driver ability or experience tests. The competitor is obligated to follow the official's directives. Since some TORC Series Officials may be independent contractors and because some TORC Series Officials are not always present at events, TORC Series IS NOT RESPONSIBLE FOR THE ACTIONS OR INACTIONS OF ANY TORC Series OFFICIAL AS IT PERTAINS TO SAFETY.

5. ENTRIES

In order to compete in a TORC Series/USAC sanctioned event, a licensed competitor must submit, and have accepted, an Entry, in the form required by TORC Series, for the scheduled event. Telephone Entries and handwritten forms will not be accepted. TORC Series/USAC publishes the sole Official Entry form for all sanctioned racing events. For purposes of this Rule Book, "Entry Form" refers to the official entry form required by TORC Series/USAC for licensed members in good standing to officially enter a TORC Series/USAC sanctioned event.

A. It is the sole responsibility of the Member (Entrant) to obtain the appropriate entry form, and to ascertain and abide by all applicable fees, deadlines and instructions.

B. In the event that an entry form is not submitted within fourteen calendar days prior to the event, there will be an additional late fee of \$35. Date of submission will be determined by the U.S.P.S. post mark or shipping date if by other carrier. If a competitor's entry is submitted after TORC Series registration is closed, including the day of the race, the competitor will be positioned at the rear of the starting grid. Starting positions of all late entries will be determined by TORC Series/USAC Officials. Acceptance of all entries, pre or post deadline, is at the discretion of TORC Series.

C. Entry fees can not be refunded once a vehicle enters the race course for competition. **EXCEPTION:** If damage occurs in the first round of practice and the vehicle is unable to compete in at least one round of competition, a refund will be allowed. All refunds must be requested within fourteen days after the conclusion of the scheduled event.

D. Competitor Obligations - Agreements and Releases

1. A TORC Series sanctioned event is a competitive motor vehicle off-road racing event which is intended to be conducted and officiated in accordance with this rule book. BY SUBMITTING AN ENTRY APPLICATION AND/OR TAKING PART IN ANY ACTIVITY RELATING TO THE EVENT, A COMPETITOR AGREES TO ABIDE BY THE DECISIONS OF TORC Series OFFICIALS AND PROMOTER OFFICIALS AS IT RELATE TO THE EVENT OR ANY MATTERS ARISING OUT OF THE EVENT, AND AGREES THAT SUCH DECISIONS ARE FINAL, NOT SUBJECT TO APPEAL NOR SUBJECT TO LITIGATION, EXCEPT AS PROVIDED EXPRESSLY IN THIS RULE BOOK. SUCH COMPETITOR FURTHER AGREES TO INSPECT THE RACING AREA TO INSURE THAT IT IS IN SAFE, RACEABLE AND USABLE CONDITION, AND THAT THE COMPETITOR VOLUNTARILY ASSUMES THE RISK OF, AND HAS NO CLAIM FOR DAMAGES AGAINST TORC Series, PROMOTER, SPONSOR OR THEIR OFFICERS, DIRECTORS, SHAREHOLDERS, OFFICIALS, AGENTS OR EMPLOYEES BY REASON OF DAMAGE TO THE OFF-ROAD RACE VEHICLE, THE DRIVER, PIT CREW OR ANY OTHER PERSON. ALL COMPETITORS ASSUME FULL RESPONSIBILITY FOR ANY AND ALL INJURIES SUSTAINED, INCLUDING DEATH AND PROPERTY DAMAGE, ANYTIME THEY ARE IN THE RACING AREAS OR EN-ROUTE THERETO OR THEREFROM. COMPETITOR ACKNOWLEDGES THAT COMPETITOR UNDERSTANDS THE RISK OF SERIOUS INJURY OR DEATH, WHICH MAY RESULT FROM RACING, AND THAT COMPETITOR SOLELY ASSUMES ALL SUCH RISKS.

2. When a competitor submits an entry form or informs a promoter or TORC Series that the competitor will attempt to compete in an event, and the entry is accepted, the competitor then becomes obligated to attempt to compete in the Event.

3. If a competitor participates in a TORC Series sanctioned event without having properly submitted a fully executed entry form, the competitor nevertheless is subject to all TORC Series rules, amendments and special rules, as well as all fees, fines, statements, releases and obligations appearing in the entry form, as if he or she had properly submitted a fully executed entry form.

4. Such competitor will have no claims for damages and/or compensation of any kind for any advertising exploiting his or her name, picture or the picture of his or her race vehicle, or exploiting the achievements of any product used by the competitor, relating to the competitor's participation in the event.

5. Only persons approved by TORC Series may enter the racing area. No competitor may enter the racing areas, (pits, racing surface, paddock or other race related areas) unless he or she has personally signed all required entry forms, waivers and release of liability forms, and pit permits, applicable to the particular event. No person will sign at any time, for any reason, any entry form, waiver and release of liability form or pit permit for anyone other than themselves. Such behavior will be grounds for expulsion from TORC Series.

6. RACE VEHICLE INSPECTION

A. Time and Manner- All off-road race vehicles are subject to inspection by TORC Series/USAC Officials at any time in any manner. All decisions by TORC Series/USAC Officials regarding the timing and manner of inspection, as well as which race vehicles will be inspected, are final and not subject to appeal or review except as provided for in this Rule Book.

B. Inspection Area- Only members in good standing and approved by TORC Series/USAC Officials will be admitted to the inspection area.

C. Vehicle Eligibility- TORC Series/USAC Officials will determine whether an off-road racing vehicle meets the applicable specifications for an event as set forth in this Rule Book; or as rules may be amended by Bulletin including any special rules published by TORC Series/USAC for an event. Only racing vehicles determined to meet all the applicable Rules herein are eligible to compete in the event unless a specific exemption is allowed by TORC Series/USAC Officials.

D. Competitor Obligations- A competitor must take whatever steps requested by TORC Series/USAC Officials, including tear down of the vehicle, to facilitate inspection of the vehicle.

E. Inspection Pre Race- If a TORC Series/USAC Official determines prior to the race or practice that the vehicle does not meet the applicable specifications, the vehicle will not be allowed to compete unless in the sole discretion of the Official the deficiency (1) will not adversely affect the orderly conduct of the race; (2) will not provide the competitor with a significant competitive advantage over other competitors; (3) and is deemed insignificant to warrant a determination that the vehicle is ineligible to race. If the Official permits the vehicle to compete under these circumstances; the Official will notify the competitor in writing of the deficiency. Any documented deficiencies must be rectified before the vehicle will be allowed to compete in future events.

F. Off-Road Race Vehicle Sealing or Impounding- TORC Series has the authority, for inspection purposes only, to seal or impound race vehicles, or vehicle parts, entered and competing in an event. TORC Series assumes no responsibility for impounded vehicles or vehicle parts.

G. Inspection Post Race- At the conclusion of the race the top three (3) as well as all race vehicles that are still running must report to impound. If this is not done a minimum of a 5 point penalty will be assessed and all prize money will be forfeited. At an event where the TORC Series Rule Book, special rules, or TORC Series/USAC Officials mandate inspection after the event, any vehicle that has competed in the event may not be taken from the racing premises without permission of a TORC Series/USAC Official. If TORC Series/USAC Officials determine after the race that a vehicle does not meet applicable specifications but the deficiency is so insubstantial as to not provide the competitor with a significant competitive advantage over other competitors, the Officials in the exercise of their sole discretion, may or may not impose a penalty, but will notify the competitor in writing of the deficiency. The race vehicle will be prohibited from competing in any future event if the deficiency has not been corrected. Inspection decisions are final, not subject to appeal and non-reviewable except as provided for in this Rule Book.

H. Equipment or Parts Failing Inspection- TORC Series has the right to confiscate any part and/or equipment which fails to meet applicable TORC Series specifications during an inspection.

7. RACE PROCEDURE

Race Procedure is the manner in which an event is conducted. It includes, but is not limited to, determinations regarding the eligibility of vehicles for competition, qualifying procedure, the line-up or starting grid of the

vehicles, the start of the race, the control of vehicles throughout the race by flags, lights, or other direct communication between TORC Series/USAC Officials and competitors, the election to stop or delay a race, control of pit activity, flagging, the positioning of vehicles at any time, the assessment of lap and time penalties, and the completion of the race. TORC Series/USAC Officials are authorized to make such other determinations or take such other action as they determine to be necessary to promote the best interest of off-road racing, including but not limited to, fairness and prompt finality of competition results.

A. Finality of Race Procedure Decisions- All at track decisions by TORC Series/USAC Officials involving race procedures are final and may not be appealed. Such decisions are subject only to review by TORC Series/USAC Officials if one or more such officials determine that extraordinary circumstances exist that require such review. In making such a determination, the interest of finality in competition results will be a principal consideration. Actions could include, but are not limited to; revising the official race results, imposing penalties (disqualifications, suspensions, and fines) and awarding or subtracting points. The TORC Series/USAC Official may alternatively elect to take no remedial action. All such decisions are final. There is neither appeal, nor review possible.

B. Race Director: The Race Director will be the chief representative of the TORC Series and will have all race officials under his/her supervision. The Race Director will be responsible to carry out all TORC Series/USAC Rules as published.

C. Official Starter: The Official Starter will be designated by TORC Series/USAC Officials and will display the proper flag signals during the racing event.

D. Driver, Crew Chief Responsibilities: The crew chief shall be the sole spokesperson for the driver, vehicle owner and pit crew in any and all matters pertaining to the event. At all events, the crew chief assumes responsibility for the actions of his or her driver and pit crew, and may be subject to disciplinary action as a result. Unpaid fines for the driver, crew chief, crew members and the vehicle owner may be collected by TORC Series by deducting the amount from the purse or point fund earnings of the driver.

1. All drivers must be on time to compete in the events for which they are scheduled. Any driver of a vehicle that is not ready to compete in an official TORC Series points event within ten minutes of the time called will be sent to the rear of the line in the hot laps or race, or left out of the racing activities, at the discretion of TORC Series/USAC Officials.
2. Changes of driver at any time will not be made without advance notification to TORC Series/USAC Officials. When the race is in progress, changes must be made in hot pits or pit area only. If a driver change is made during a red flag condition the race vehicle must relinquish its position and restart at the rear of the field.
3. An eligible driver may drive any qualified race vehicle in any event. A rookie driver must have hot lapped the race vehicle he or she intends to compete.

E. Starting Position Determination- A driver may not attempt to enter more than one vehicle in hot laps or the race division event. TORC Series/USAC Officials will determine the starting positions at the first event of the year by a random drawing, prior to the commencement of the race event. All drivers will be included in this drawing. **Rookies will not be in the draw for starting positions at the first race and will start in the back according to entry postmark. If a team goes to a backup car for the second round of an event, they will start at the rear of the field.** Each race event thereafter the drivers starting position will be determined by the total accumulation of points from all previous race events. Up to the first eight positions for PRO competitors and up to the first twelve positions for SRT competitors will be inverted with all late entries being started in the back of the field. Any entrant who misses an event weekend will not be included in the inversion and placed at the back of the field. Said competitor will remain at the back of the field for as many races as is needed to equal the number of

races missed. If there is a tie in total accumulated points, the starting position will be determined by the driver with the highest points in the previous race.

1. Race vehicles that fail to enter and/or register before the closing of registration will be placed at the back of the field by TORC Series.
2. All race vehicles awarded a starting position must pass TORC Series Technical Inspection. Failure to pass the inspection will be cause for a disqualification of the race vehicle from the Event. Prior to race time if the technical deficiencies can be corrected and pass technical inspection the race vehicle will be allowed to compete in the event.

F. Race Start- Starting grid position with respect to spacing, both width and depth, will be established by TORC Series prior to each event. Drivers must wear a driver's wristband issued at registration. The Official Starter will check for the wristband on the start line -- **No wristband, no race, no exceptions.**

1. All race vehicles must be in pre-race staging no later than ten minutes before their event or when directed by a TORC Series/USAC Official. All vehicles that are on the staging grid must move to the starting line when directed. Any vehicle that is registered for said race but unable to make the call to staging or the starting line may start the race only after notifying a TORC Series/USAC Official. Once the green flag is given a TORC Series/USAC Official will release the vehicle from a TORC Series designated location when deemed safe and no competitive advantage has been gained. Drivers not following the direction of a TORC Series/USAC Official or abusing this rule in any way will be penalized.
2. Once the field of race vehicles are lined up and the Official Starter signals the drivers to be ready the Official Starter will indicate the start of the race by waving the green starting flag. In the determination of the Official Starter, if a race vehicle does not maintain its designated start line position a TORC Series Starting Official may reposition the race vehicle at their discretion. If the vehicle continues to not maintain the assigned starting position, the TORC Series Starting Official, at his or her discretion, may move the race vehicle to the back of the line-up grid. Official scoring and timing begins when the green start flag is displayed.
3. All points will be awarded to the driver who starts the race. All race vehicle driver changes must be reported to TORC Series/USAC Officials to insure proper scoring for the driver.
4. Any vehicle which takes the green flag but drops out of the race before the completion of the first official lap will be awarded last place points.

G. Race Halt- A race may be stopped at the discretion of TORC Series/USAC Officials at any time they determine, in the exercise of their independent judgment, that the track is not ready or unsafe for racing. The TORC Series/USAC Officials will determine whether the racetrack is in race condition for that event. Under adverse circumstances a race may be called Official after 50% of the time and/or laps have been completed.

H. Race Halt/Restart *Before* One Lap Completion- When a race is stopped prior to the completion of one lap, there shall be a complete restart in the original starting positions.

I. Race Halt/Restart *After* One Lap Completion- When a race is stopped after the completion of one lap, race vehicles will line up in the order in which they were running at the completion of the last full lap before being stopped. If there is no restart, drivers will be scored and paid on the positions they would have held in a restart.

J. Race Halt/Adverse Circumstances- Except as otherwise provided in TORC Series Sanction Agreements or in entry forms published for the event, when an event is halted due to rain or adverse circumstances and the promoter must refund money and or issue rain checks, prize money shall be paid only to those divisions due prize money for those events or races completed. Except as otherwise provided in TORC Series Sanction Agreements or in entry forms published for the event, when an event is halted due to rain or adverse circumstances and the Promoter does **not** issue rain checks, the event

may be rescheduled to a mutually agreeable date. Unless otherwise determined by TORC Series, the rescheduled event program shall start with the incomplete divisions of the previous race, and all original entries shall start in the position they held when the race or event was stopped.

K. Lap or Time Penalties- A lap or time penalty is the act during a race of detaining a driver in the penalty box for a certain amount of time, as determined by TORC Series/USAC Officials. A time penalty may be imposed when the competitor has violated the TORC Series rules, a directive from a TORC Series/USAC Official, or a known race procedure. A competitor shall not receive a time penalty after the completion of the event, unless in the closing laps of the race competitor violates a TORC Series rule, a directive from a TORC Series/USAC Official or a known procedure, and there is not enough time or laps remaining in the race for the TORC Series/USAC Official to impose a penalty. If a post-race penalty is imposed, a scoring correction reflecting the penalty is permitted prior to the posting of the official race results at TORC Series' discretion.

L. Cease Competition- TORC Series/USAC Official may direct a competitor to cease competition, to leave the racing premises, or to bring the race vehicle to the pit area for a specified time penalty or for the balance of the race, if it is necessary to do so in order to promote the orderly conduct of the event. Such a directive will be given only in extraordinary circumstances, as determined by the TORC Series/USAC Officials.

M. Race Start/Finish Line- The race start/finish line is unique to each TORC Series sanctioned event and not necessarily in a traditional position. The start line may be at a different location different from the finish line. Vehicles may be started from a grid area that they may or may not return to during the race. Therefore, it is necessary to indicate the start/finish line at each event. The indication of the Official start/finish line will be discussed at the pre-race drivers meetings.

N. Race Course Procedure- If at any time the race vehicle gets off the designated race track, the vehicle speed must be reduced significantly and while under control, the vehicle must merge back into the race line safely without a gain of time or position.

1. Vehicles must race under their own power and exclusively in forward gears only, reverse gear permitted only to correct a spin or incident.
2. If at any time a TORC Series/USAC Official feels a competitor is a hazard to other competitors, the vehicle may be pulled from competition.

O. Official Competition- All races at each event will run until the leader has completed the advertised time or distance. In timed races, the leader will be given the white flag by the Official Finish Line Flagman when TORC Series/USAC Officials have informed him or her that less time is left than required to complete one lap. In lap events the Official Finish Flagman will give the white flag when advised by TORC Series/USAC Officials that one lap remains.

P. Pit Procedures During The Race- Hot Pit Access is granted to licensed members, only.

1. Race vehicles may not be pushed past the flagman at the end of the hot pit road. After the race has started vehicles may be started by hand pushing only in the hot pit area. After the white flag has been displayed, no race vehicle may receive any type of assistance, except those race vehicles making regular pit stops.
2. All equipment used to service the race vehicle must be in its assigned pit area. Any vehicle leaving the pit area with equipment or tools attached will be assessed a penalty. After the race vehicle has re-entered the race, all equipment used to service the race vehicle must be returned to the equipment side of the pit wall.

3. When pit stops are made for tire changes, all lug nuts must be fully tightened before the race vehicle leaves the assigned pit area. When a TORC Series/USAC Official detects a violation, the race vehicle must return to its assigned pit area for inspection.
4. Only authorized team crew personnel are allowed over the pit wall at any time during the running of a race. No sponsors, OEMs, suppliers are permitted beyond the pit wall.
5. All major race vehicle repairs must be done behind the pit wall.
6. Only one jack may be used for pit stops involving tire changes. This single jack must be used when changing tires on the left and right side during the same pit stop. In the event the race vehicle falls off the jack a second jack may be used on the same side to gain use of the first jack.
7. Air supply tanks and pressure regulators for all air guns and other air equipment must remain on the equipment side of the pit wall at all times.
8. During a pit stop one designated crew member must stand at front of vehicle in driver's direct view, the truck may not be released from pit until all work is completed and crew member signals it is safe to proceed.
9. A maximum of five crew members may be in the hot pits during their division race. All crew members must be in long pants. All PRO crew members must have team uniform shirts.
10. No race vehicle will be allowed to leave the race track area (other than to go to the hot pit) and return to competition.

Q. Pre-Event Practice Sessions- No team, member, sponsor or other member associated with a TORC Series competitor can request, or be granted, practice time on a TORC Series event promoter track one week prior to a TORC Series scheduled event. Track use within one week of the event for such things as sponsor or television promotions must have pre-approval of TORC Series.

R. Use of Team Spotters- All team spotters must use the TORC Series designated spotters section at each race venue as provided by TORC Series event promoter.

8. FLAG RULES

TORC Series/USAC Officials will use flags and/or lights as set forth in this section for the purpose of providing drivers with information. The procedure for use of flags and or lights by TORC Series/USAC Officials may vary from individual events.

A. Green Flag /Start of Race/Restarts- At the beginning of the race, all race vehicles must maintain position until the Official Starter displays the green flag. On restarts, the race will resume when the green flag is displayed. If the restart is precipitated by a red flag, TORC Series Officials will reposition all race vehicles in the proper starting order. All restarts shall be made at a designated location on the track. Drivers will be made aware of this location at the pre-race meeting.

B. Blue Flag With Diagonal Yellow Stripe/Passing Flag- The blue flag with a diagonal yellow stripe signifies that faster traffic is overtaking the race vehicle being signaled. Race vehicles given this flag must prepare to yield to overtaking traffic.

C. Yellow Flag/Caution- The yellow flag signifies caution. This flag will be given to the first race vehicle approaching the caution area. All race vehicles receiving the yellow flag shall slow down to thirty miles per hour (30 MPH) and maintain vehicle spacing, or a speed indicated by the Race Steward prior to the event. Timing or lap counting will cease when there is a full course yellow, at the discretion of TORC Series/USAC Officials. Only Official Safety Personnel will attend to the race vehicles and drivers involved in the cause of the caution flag. TORC Series/USAC Officials, at their discretion, may request assistance from trained crew members for track assistance.

1. All corner workers showing a yellow flag will indicate full course yellow.
2. Stationary Yellow is a yellow situation affecting only the immediate area of the corner worker. All race vehicles approaching a stationary yellow shall slow down to thirty miles per hour (30 MPH) or speed indicated by the Race Steward during driver meetings. Caution speed will be maintained until safely past the stationary yellow area.

3. Any race vehicle passing or not abiding the caution flag and/or pace truck, or the proper caution speed will be assessed a penalty.
4. Reasonable speed is a judgment call and will be made by the Race Steward. The Race Steward will also determine the length of the penalty. Corner workers will report to the Race Steward, and have input in making the penalty call and determining reasonable speed and penalty for the condition and infraction.
5. Race vehicles violating the caution flag will be notified by being black-flagged at the finish line. When the race vehicle is black flagged, the race vehicle must report to the penalty box for penalty of the infraction. Continued participation in the race after the black flag will result in disqualification from the event. Upon disqualification, the race vehicle crew chief will be notified of the disqualification. No money or points will be awarded to a disqualified vehicle.
6. Crew members shall not go on the track for any reason while the race vehicles are racing or while they are running under the yellow flag. The only time drivers or race vehicles may receive service from the crew members is when they are at a complete stop in the hot pit or pit area.
7. No crew member may enter the racetrack if their driver and/or race vehicle is involved in the cause of the caution flag.

E. Red Flag/Race Stop- The red flag means that the race must stop immediately, regardless of position of the race vehicle on the track. The red flag shall be used if, in the opinion of the TORC Series Officials, the track is unsafe to continue the race. Repairs, refueling or service of any nature will not be permitted when the race is halted due to a red flag. The Corner Workers will display the red flags throughout the track. Failure to obey a red flag will result in disqualification. All work must stop on race vehicles currently racing, in the hot pits or pitting area when the red flag is displayed, and work cannot resume until the red flag is withdrawn.

F. Black Flag/Report To The Penalty Box Immediately-The black flag means go to the penalty box immediately and report to a TORC Series Official at the penalty box. The TORC Series Official Flagman will only show the black flag for penalty at the finish line. TORC Series Corner Safety Worker will only show the black flag for driver safety reasons. If the race vehicle is given the black flag by a TORC Series Corner Safety Worker, driver should stop immediately by that corner worker, or the next corner worker as his safety is in danger.

1. After a black flag is displayed to the driver for 3 consecutive laps and the driver fails to acknowledge and serve this penalty, scoring of this vehicle will be discontinued for the remainder of the race.
2. A black flag does not mean disqualification.
3. At the discretion of the TORC Series Official, if the driver does not obey the flag directive, scoring of his or her race vehicle will be discontinued. If a driver receives a black flag during the final two laps and does not obey the flag directive, the TORC Series Race Steward may drop the finish position of the vehicle or deduct championship points, or both.
4. In lieu of a black flag, the TORC Series Official may use a blackboard in full view of the Competitor on which the number of the race vehicle being black-flagged will be shown.
5. Black flag decisions cannot be protested or appealed.

G. Black Flag /Rough Driving Rules-

1. Any driver receiving one rough driving black flag in a race will receive a minimum of a 5-second stop-and-go penalty, unless Race Steward determines, prior to the event, that an adjustment in this time is needed.
2. Any driver receiving two rough driving black flags in a single race will receive a minimum of a 30-second stop-and-go penalty, plus a minimum of five (5) points deducted from the final points standing.
3. The TORC Series Race Steward will reserve the right to assess further penalties, probation, etc., depending on the nature of any rough driving black flag incident. Recurring incidents will receive severe penalties including, but not limited to, disqualification from that race.
4. A last lap black flag will have a minimum two (2) point and/or position penalty imposed.

H. White Flag/One Lap To Go- When the white flag is displayed, it means the leader has started his or her last lap. The white flag will only be shown at the finish line by the TORC Series/USAC Official flagman. No white flag will be shown by any corner worker. When the finish line flagman displays the yellow flag, race vehicles will be scored based on the position in which they crossed the caution area on the track.

1. Race vehicles may not receive any assistance after the white flag has been displayed except race vehicles on a regular pit stop. Violation will result in the race vehicle not being scored on that lap.

I. Checkered Flag/End Of Race- When a checkered flag is displayed, it means the race is completed. When the lead race vehicle has completed the required race distance or time, the race will be declared “Official” regardless of any flag being displayed.

1. When the checkered flag is displayed to the leader, the balance of the field receives the checkered flag in the same lap. Finishing position will be paid according to most laps traveled in the allocated amount of time, whether the race vehicle is still running or not.

2. All drivers receiving the checkered flag must bring their race vehicle to the designated finish area and remain there until released by a TORC Series Official.

3. The race will be declared “Official” when the last vehicle moving under its own power crosses the finish line.

J. Special Flags- Special flags may be used at the discretion of the TORC Series Officials; any special flags must be explained to all drivers before the race starts.

9. TIMING & SCORING

A. Official Scoring- The person designated by TORC Series to be the “Official Scorer” for an event is responsible for timing and scoring same event. The decisions of the Official scorer with respect to timing and scoring are final unless the Official scorer elects to request a re-check by TORC Series or when the Official scorer is asked by a driver and/or crew chief that have competed in the event to submit a request for such re-check to TORC Series Headquarters.

B. Scoring Re-check Procedures- A driver and/or crew chief asking the Official scorer to submit a request for a re-check to TORC Series Headquarters must do so in person within twenty (20) minutes after the declaration of finishing positions has been made by TORC Series Officials. The finishing positions of an event including any individual races, time trials, or qualifying race, shall not be considered Official if a re-check is requested as provided herein, in which case the results of the event shall be considered Official upon the announcement of the re-check decision by TORC Series Headquarters. If the Official scorer elects to request a re-check of the timing or scoring of an event, the Official scorer shall promptly forward to TORC Series Headquarters the request and score sheets for the event. Any scoring re-check request must be accompanied by a \$100.00 deposit. If a scoring error is found the deposit will be refunded; if no error is found the deposit is forfeited.

10. VIOLATIONS & DISCIPLINARY ACTIONS

A. General Procedure- If a TORC Series Official observes, or is made aware of, an act or omission by a TORC Series member that constitutes a violation of the TORC Series Rules or that is detrimental to off-road racing or TORC Series, or TORC Series in regards to representing its sponsors, and if the TORC Series Official determines that the act or omission is sufficiently serious to warrant the imposition of a penalty, the Official shall report the violation in written detail to the TORC Series Race Steward as soon as practical and shall recommend an appropriate penalty. The TORC Series Race Steward shall consider the report and shall conduct whatever additional inquiry deemed appropriate under the circumstances, which may include an oral or written explanation from the member. After conducting the inquiry, the Race Steward shall determine whether disciplinary action is appropriate and if so what disciplinary action should be taken. The member shall be informed of the determination and if disciplinary action is imposed the Race Steward shall issue a penalty. Notice will be given to the member specifying the violation, a brief statement of the circumstances of the violation and the penalty

imposed. If the member wishes to appeal the decision of the TORC Series Race Steward, they shall make a written request for a hearing to TORC Series Headquarters postmarked within ten (10) days of the issuance of the Penalty Notice. The request must be accompanied by a \$200.00 hearing fee.

B. Emergency Action- If the act or omission of a member is determined by a TORC Series Official to constitute a threat to the orderly conduct of the race, that official may take temporary emergency action against the member. Such emergency action may include ejection from the racing premises, suspension of membership and license, or any other action designed to remove the threat created by the member. The consumption of alcoholic beverages, use of drugs or illegal drugs or a controlled substance before or during an event, fighting, inappropriate driving or failure to obey the black flag or any other directive of a TORC Series Official are examples of conduct warranting Emergency Action. The TORC Series Official shall report the member's conduct, and Emergency Action taken to the Race Steward as soon as practical and thereafter the procedure set forth above shall apply. The emergency action shall remain in effect until the decision of the Race Steward is made, except that an ejection is final, cannot be appealed and is not subject to review.

C. Payment of Fines- Fines shall be paid to TORC Series Headquarters promptly after receipt of a Penalty Notice. Failure to pay promptly (with ten (10) business days and before the next event, if any) may result in suspension. All unpaid fines of a member may be collected by TORC Series by deducting the amount from the purse or point fund earnings of the member, or if the member is not a driver, from the purse or point fund earnings of the driver with whom the member was associated at the time of the conduct that gave rise to the penalty notice. Any fines left unpaid at the end of the race season shall be considered grounds for refusal to approve the License application, for the next year of the Competitor, against whom the unpaid fine has been assessed.

D. General Scope of Penalties- Penalties for violation of TORC Series Rules are determined by the severity of the violations and its effects on fairness of competition, the orderly conduct of the event, and the interest of off-road racing, TORC Series sponsors, promoters and TORC Series. Such penalties may include but are not limited to disqualification, probation, and suspension of membership or license privileges, fines and or loss of points. Probation may be for a specified time period for review of the member's conduct to determine whether a more severe penalty is warranted. A suspension may be total or it may be limited to a suspension of membership or license privileges at a particular racetrack or tracks, or for a particular series of events, or for a specified or indefinite period of time. The TORC Series Race Steward will use the following as guidelines for the imposition of penalties in the situations described below but may assess a greater or lesser penalty depending upon the circumstances.

1. Any member who performs an act or participates in actions deemed by TORC Series Officials as detrimental to off-road racing or to TORC Series: fine of at least \$500.00 and the member may also be suspended and/or loss of championship points.
2. Any member who permits someone else to use his or her TORC Series license or competitor pit permit: a fine of at least \$500.00 and suspension. Any Member who uses a license other than his or her own is subject to fine and suspension.
3. Any member who signs the TORC Series release sheet or competitor pit permit for any one else: a fine of at least \$500.00 and suspension.
4. Any member who assaults or threatens to do bodily harm to any TORC Series Official or persons serving under his or her direction: a minimum fine of \$600.00, maximum \$1,200; suspension, potential lifetime suspension and/or loss of championship points.
5. Any member who, while participating in a TORC Series-sanctioned Event, partakes of any alcoholic beverage, mind altering drug, or is in any way under the influence of alcohol or drugs: disqualification, a minimum fine of \$1000.00, loss of championship points and suspension.
6. Any member, who participates in fights in the pits, track or on the race premises: a minimum fine of \$250.00, and may also be suspended.

- 7.** Any member who is involved in an assault with a weapon in the pits, track or on the race premises: a minimum fine of \$5,000.00, life-time suspension and loss of championship points and report to local police authorities.
- 8.** Any member, licensed as a driver or race vehicle owner, who violates Section 7-1B (failure to meet obligations of an accepted entry) may be subject to any one (1) or more of the following for each violation: (a) minimum fine of \$200.00, (b) loss of championship points for the year in which the failure to compete occurs, and/or suspension.
- 9.** Any drivers, race vehicle owners or crew members who permits a race vehicle to be driven in any TORC Series sanctioned event by an un-licensed person, or who fails to notify TORC Series Officials of any changes of driver during, before, or after a race may be fined, suspended and lose championship points.
- 10.** Any driver who is not present to answer roll call for meetings may be fined a minimum of \$150.00 and/or relinquish their starting position and start at the rear of the field.
- 11.** In an event where the TORC Series Rulebook, special rules or TORC Series/USAC Officials mandate inspection after the event of a race vehicle that has competed in the event is taken from the racing premises without permission of a TORC Series/USAC Official: disqualification unless the competitor proves beyond any reasonable doubt that the violations were caused by circumstances which the competitor could not control.
- 12.** Any member who fails to tear down a race vehicle for inspection when requested to do so by the TORC Series/USAC Official: a fine of at least \$500.00 and/or disqualification, loss of championship points and/or suspension from TORC Series.
- 13.** Any driver who does not obey the flag rules: a fine and/or lap or time penalty.
- 14.** Any driver who intentionally causes or attempts to cause a caution (yellow flag) condition by stopping or blocking the track in any manner or fashion: a fine of \$200.00 and/or lap or time penalty.
- 15.** Pushing a race vehicle past the flagman at the end of pit road/lane when the race is underway: a fine of \$100.00 and/or lap or time penalty.
- 16.** Any determination by TORC Series/USAC Officials that bodies, parts and/or equipment used in the event does not conform to the TORC Series Rule Book, are not required for the normal functional operation of the race vehicle or safety items which have been altered to detract from or compromise their integrity of effectiveness: a minimum fine of \$200.00, maximum fine of \$2,000, loss of starting position in the event, loss of finishing position, and/or suspension from TORC Series and/or loss of points..
- 17.** Any member failing to surrender to TORC Series any bodies, parts and/or equipment found during an inspection that does not meet applicable TORC Series Rules: a minimum fine of \$200.00, and/or loss of finishing position in the Event, and/or suspension from TORC Series.
- 18.** Any concealed pressure type containers, feed lines or actuating mechanism when found in the race vehicle or on the person of a competitor, even if inoperable: a fine of not less than \$1000.00 and/or disqualification, and/or loss of championship points, and/or suspension.
- 19.** Any violation of fuel cell or fuel cell container specifications: a \$600 minimum fine and/or loss of championship points, loss of finishing position, and/or suspension from TORC Series.
- 20.** Any race vehicle removing weight from the race vehicle, after inspection and weigh in, improper attachment of weight: a minimum \$600 fine, maximum \$2,000 fine and/or loss of championship points, loss of finishing position, and/or suspension from TORC Series.
- 21.** Any competitor found using, in his or her race vehicle, automated electronic recording devices, traction control devices, on board computers, and the like, that have not been approved by TORC Series prior to the Event: a fine of \$2,500.00, and/or loss of finishing position, loss of championship points, and/or definite or indefinite suspension from TORC Series.
- 22.** DRIVER'S MEETINGS – TORC Series considers daily driver's meetings to be solemn occasions for serious discussions of safety, rules, track conditions and improvements, driving conditions, purse payments and the like. Uncontrolled outbursts at TORC Series Driver's

Meetings are subject to monetary fines. Use of foul language is subject to fines. First offense \$200. This amount may be doubled to a maximum fine of \$1,600 per meeting. Television cameras are not permitted in TORC Series Driver Meeting's without prior approval of TORC Series.

11. PROTEST

A. General Procedure- If a TORC Series Member who is a Competitor believes that another Competitor has or will obtain a significant unfair competitive advantage by some action that the member believes is in violation of the TORC Series Rules, the member may protest such action to a TORC Series/USAC Official. The protest must be made in writing by the Competitor or his or her crew chief, or race vehicle owner if the Competitor is a driver and is on the race track, within twenty (20) minutes after the checkered flag is displayed signifying the completion of the race. Protest forms signed by more than one competitor will not be accepted. A protest fee shall accompany each separate protest. The TORC Series/USAC Official shall decide whether the matter is a viable protest, and if so, shall decide the protest as promptly as possible, and shall inform the parties to the protest of the decision. A decision that the matter is not a viable protest is final and cannot be appealed. In deciding the protest, the TORC Series/USAC Official may take whatever action deemed appropriate to further the interest of fairness and finality in competition results. Such action includes, but is not limited to, revising the Official race results, imposing penalties (disqualifications, suspensions or fines), awarding or subtracting points, or taking no action. In no case except in section 11-2 is video allowed as evidence in the protest process. If either of the parties does not accept the decision of the TORC Series/USAC Official, that Official, along with the race report, shall forward the written protest, all affected purse monies, and the protest fee to TORC Series Headquarters.

B. Non Viable Protest Subjects or Matters- Protests will not be accepted that are directed at a decision of a TORC Series/USAC Official on any matter or subject unless specifically provided for in the TORC Series Rule Book.

C. Official Competition Review- TORC Series/USAC Officials will utilize available resources as a means of controlling rough driving and other competition infractions. All TORC Series video will be used to reach a just and timely resolution to a disputed call as well as a call that may have been missed.

1. Incidents must have been seen by a TORC Series/USAC Official or track worker. A request from a competitor to initiate an Official review will not be accepted. This would fall under a Competition Review Protest; see below.

2. An Official review will include but not be limited to:

A. An incident that was not seen clearly enough at the time to make a call.

B. A call that was communicated incorrectly to race control.

C. A call that was made and later thought to be in error.

3. TORC Series/USAC Officials will make every attempt to resolve all issues on race day but reserves the right to do so at a later date.

D. Competition Review Protest- Members will be able to protest a call or non-call by filing a written protest form available at TORC Series Tech accompanied by a \$500 PRO protest fee, a \$300 SRT protest fee or a \$100 Grassroots protest fee. The party losing the protest shall pay all cost incurred by TORC Series in connection with the protest. If the protest is sustained, the protest fee will be returned to the protesting member. If the protest is not sustained, the protest fee will be forfeited to TORC Series, and the other party to the protest shall be compensated for an amount not to exceed \$200.00 for any cost incurred in connection with the protest, such amount to be paid from the protest fee. Any available video can be used and witnesses will be heard in a private, closed session with competitors and TORC Series/USAC Officials only. No media. No sponsors. No third parties. All competitors involved will be given a chance to review all video and make a statement. If a call is proven to be made in error or was

missed, an attempt will be made to adjust championship points as needed. Only in the most severe cases will a position, suspension, disqualification or fine take place. There will always be some incidental contact made during a race, only the most severe infractions should be reviewed. This system is not intended for and shall not be used to critique the entire race. There is no competitor review board or appeals board. TORC Series/USAC Officials will ultimately make the final decision and impose penalties. TORC Series decision is final, cannot be appealed, further contested or litigated.

1. Competition Review Items are:

- A. Rough driving.
- B. Passing under the yellow caution status
- C. Course cutting
- D. Driving too fast on or off the race course (under yellow, pits, hot pit lane, etc.)
- E. Un-sportsman like conduct

TORC Series reserves the right to adjust these procedures as needed to guarantee a fair, consistent and timely outcome.

12. PRIZE & PURSE MONEY

Teams are required to display the current TORC Series uniform patch and vehicle decal. Failure to do so will result in the forfeiture of all awards and prize moneys. The driver who starts the race will be considered the driver of record for that race. Unless TORC Series Headquarters are otherwise notified in writing by the vehicle owner, all checks will be paid to the driver of record as indicated in Section I of the membership form. Unless otherwise authorized by TORC Series, the cash race purse will be established by TORC Series for all race divisions. The purse will be paid directly from TORC Series Headquarters to the designated entity of the race vehicle within ten (10) business days after the conclusion of the event.

Establishment and Distribution of Prize Money is as follows:

- A. All events shall be contested for a guaranteed finishing position purse as set forth in the entry form or the pay off schedule, whichever is applicable.
- B. TORC Series Members agree to abide by decisions of TORC Series in establishing the amount of prize money for each Event.
- C. Prize money in all race competitions shall be payable to the designated entity. TORC Series Headquarters shall distribute prize money for all race divisions.
- D. TORC Series competitors are entitled to see entry form, programs of events and prize money distribution before any race or contest.
- E. TORC Series members who compete in any race are entitled to inspect the completed copy of the Official pay back for the race in which they competed.
- F. In the event of a protest, filed in accordance with this rule book, prize monies shall be forwarded to TORC Series Headquarters accompanied by written statements from those involved. After a decision on the protest, a copy of the decision may be mailed to the parties involved in the protest and once the time for filing an appeal thereon has expired, the prize monies will be forwarded to the proper recipients in accordance with the decision in the absence of an appeal.

13. POINTS & POINTS FUND

PRO and SRT Division series points funds will be established by TORC Series. The TORC Series championship point season will begin with the first TORC Series sanctioned event and conclude with the last TORC Series sanctioned event, unless otherwise authorized or stated by TORC Series. TORC Series reserves the right to establish, maintain, compile, publish, and otherwise operate and award points, point funds, and trophies through the rules and regulations of TORC Series. All TORC Series license holders agree to abide by decisions of TORC Series/USAC Officials in establishing and administering the points fund.

- A. The driver will be credited with only the points earned in the race vehicle in which they started the race and the starting driver will be credited with all points earned by that race vehicle in that particular race (points follow the driver). Points will be awarded for official finishing positions only. To be

eligible to receive points the driver and race vehicle must take the green flag and start the race. A driver cannot receive points for more than one race vehicle in the race.

B. PRO, SRT & GRASSROOTS Division entrants may have ONE designated team driver. The team must consist of licensed TORC Series drivers and the team must be declared in writing to TORC Series before either driver has competed in their first event of the season.

C. All drivers must officially register with TORC Series Administration during posted registration hours at each event. SRT Division team drivers must officially declare to TORC Series Administration which driver will be racing each event.

D. All entrants who pass inspection but fail to take the green flag will not be awarded championship or event points.

E. All racing events count toward the PRO and SRT championship points as there will be no “throw out” rounds. If an event is missed, competitor receives no points.

An event is defined as two consecutive rounds of racing held at the same facility. The driver will receive credit for participation if their vehicle is damaged in the first round of the event weekend and is unable to compete in the second round of the event weekend **however if a driver scratches both days it will score the same as a missed round.**

F. In case of a tie for first place in year-end points, the tie will be broken by using the greatest number of first place finishes. If a tie still exists, seconds, thirds, etc. will be considered until the tie is broken. If a tie still exists, the driver establishing the first victory of the season will prevail. Any ties for second place and lower there is no tiebreaker and those drivers affected will share equally the combined total of the tied positions.

G. Points fund money will be awarded at the annual TORC Series “Night of Champions” Awards Banquet.

H. Eligibility to participate in the points fund may be forfeited by any member violating TORC Series rules and regulations prior to the presentation of the awards at the Awards Banquet.

I. Even though an un-official points championship may be declared before the last race of the season the points championship is not declared official until after the last race. Points or other penalties could affect the final outcome.

J. A Rookie of The Year for each division will be determined by the total number of championship points earned plus the average number of teams that raced in their respective class.

K. Vehicle and Tire Manufacturers Point Championship for PRO Division Only. Manufacturer’s Championship points will be awarded to the top-finishing vehicle of each manufacturer based on its final Official finishing position in each PRO Series race.

Eligible truck manufacturers available to the general public through retail outlets in the U.S.A. Eligible tire manufacturers available to the general public through retail outlets in the U.S.A. Points will be awarded as follows: (calculated the same as Driver Championship Points)

L. Driver Championship Points: TORC Series PRO and SRT Championship Points will be awarded for finishes in the following order:

	Driver Points	
	<u>Position</u>	<u>Points</u>
7 thru 20 will have a 1 point drop for each position and finishers	#1	25
	#2	21

from 20 down will get
one point.

#3	19
#4	17
#5	16
#6	15

M. TORC Series reserves the right to amend the aforementioned procedural rules in the interest of fair competition, safety and the overall best interest of the sport of off-road racing.

TORC SERIES

SAFETY STANDARDS

PRO, SRT & GRASSROOTS DIVISIONS

These Safety Standards will apply to all PRO, SRT and Grassroots Divisions. All Safety Standards are intended to meet the minimum safety requirements to afford the TORC Series race divisions a safe and competitive event. Any modification of or addition to the Safety Standards is prohibited, unless changed by the proper method of notification by the Series Technical Director. Use of optional equipment is not permitted unless the competitor has prior written approval of the Series Technical Director. Any deviation from the Safety Standards will result in disqualification from the event or the series.

1. General SAFETY

- A. No passenger is allowed in or on the race vehicle at any time the vehicle is in motion.
- B. The event promoter will have safety and emergency equipment on the premises prior to the start of any event in accordance with the signed Sanction Agreement.
- C. No race vehicle will be permitted on the track until the track has been opened for official practice.
- D. No driver will compete in any race with their head or arm extended outside of the closed body race vehicle.
- E. Additions to race vehicle bodies, such as fins, scoops, wings or other extruding additions will not be permitted in competition except as allowed in Class Rules.
- F. Interior of vehicle must be completely enclosed from front to rear with at least .032. The floor area on the right side of the seat may be raised to the top of drive shaft tunnel and extend to the right door bar. It is permissible to angle the right side floor panel from the drive shaft tunnel to the top of the door bar and seal off below the window opening.
- G. Vehicles must be equipped with a complete set of bumpers. Bumpers must be approved by TORC Series.

2. DRIVER/OPERATOR

Each race vehicle is allowed only one driver. Co-drivers are not allowed.

3. DRIVER APPAREL

- A. All drivers must wear a fire suit meeting the minimum SFI standard of 3.2A/3. It is highly recommended that drivers wear fireproof underwear, balaclava and socks and that the fire suit be one piece design.
- B. All recommended suits must be clean and have the manufacturer's SFI label.
- C. The designated TORC Series patch, provided with your membership, must be attached to the suit on the upper front chest area, no more than 6 inches below the top of driver's shoulder.
- D. All drivers must wear fireproof gloves meeting SFI 3.3/5 minimum requirements.

4. HELMET

- A. PRO Division drivers must wear a full face helmet with Lexan shield meeting the requirements of Snell SA2000, SA2005; SFI 31.1; FIA8868 or better.
- B. All SRT & Grassroots drivers helmets must be 2000 SNELL approved or meet the specifications set forth in Federal Motor Vehicle Safety Standard Regulations or the American National Standards Institute, Inc.
- C. PRO Division drivers must wear a head and neck restraint meeting the SFI Specification 38.1. Other classes must use head and neck restraints such as Hutchens or D-Cell devices or any restraint meeting SFI Specification 38.1

5. EYE PROTECTION

It is required that drivers wear eye protection in the form of shields or goggles.

6. SEAT BELTS/SAFETY HARNESS

A. Seat belts must meet SFI Specification 16.1. Seat belts must be replaced every two years from the date stamped, by the manufacturer, on the SFI label. Seat belts may be rejected by TORC Series/USAC Technical Director if belts are frayed, oily or in any way considered unsafe. Seat belts must be worn in such a manner that they pass around the pelvic area. Seat belts must not be worn over the area of the stomach and abdomen. Belts passing through or over the seat must be protected by grommets or rolled edges. Both ends of the lap belt must be fastened to the roll bar cage with high quality grade 8 bolts, not less than 3/8" diameter, with a castle nut and cotter pin required.

B. Shoulder harness belts must meet SFI Specification 16.1. Harness belts must be replaced every two years from the date stamped, by the manufacturer, on the SFI label. Harness may be rejected by TORC Series/USAC Technical Director if belts are frayed, oily or in any way are considered unsafe.

Harness belts must attach directly to a strong structural member of the chassis close behind the driver's neck. At the point of attachment belts should be four to six inches apart and two to four inches below the driver's shoulders. Harness belts must be secured behind the driver's shoulders so they are prevented from sliding sidewise more than one inch in either direction. Belts passing through or over the seat back must be protected by grommets or rolled edges.

C. Five or six point crotch belts connected to the main belt quick release and securely attached to the chassis are mandatory. Belts passing through or over the seat bottom must be protected by grommets or rolled edges.

D. Sternum straps are optional. Latching sternum straps are not recommended. If used the driver must properly locate the mechanism on the harness straps.

7. SEATS

A. Only manufactured race seats are permitted. Aluminum or carbon fiber seats are recommended. Custom manufactured aluminum seats must be approved by TORC Series/USAC Officials

B. The seat must be mounted in a minimum of four positions with a minimum 3/8 inch steel grade 8 bolt and nut. Each mounting hole in the seat must have a large area washer with a minimum O.D. of two inches.

C. All seats, rib protectors, leg extensions and head- rests must be padded.

D. PRO truck and SRT truck classes must have a 1/4 inch metal protective shield covering the back and bottom of the seat.

8. ROLL CAGES

A. Round steel seamless aircraft 4130 tubing or D.O.M. tubing is mandatory for the basic roll cage, and must be TORC Series/USAC approved. Seamed muffler tubing, aluminum and/or other soft metals are not permitted. Roll bar construction must be welded.

B. Specific size and wall thickness will be addressed in race vehicle division rules.

C. A Basic roll cage configuration will be outlined in Section 20, DIAGRAMS.

D. All roll bar tubes and roll bars in close proximity to the driver's helmet must be padded with a securely attached high impact padding meeting SFI Specification 45.1.

E. ALL PRO and SRT truck classes must have a 24 x 20 inch .125 thick aluminum or .063 steel plate securely mounted on the outside of the driver side door bars.

9. GLASS

All stock production glass must be removed from race vehicles.

10. SIDE WINDOW NET

Window nets must meet SFI Specifications 27.1. The window net must fill the entire left side window opening of the race vehicle with no more than 3 inches gap for access to the drivers. All window net mounts must be welded to the roll cage. The window net, when in the closed position, must fit tight and be secured with a quick release safety latch. Velcro is not permitted.

11. HEADLIGHTS/PARKING LIGHTS/GRILL ASSEMBLY

- A. Headlight and parking light openings must be covered. Headlight and parking light decals will be permitted.
- B. Single section grill pieces, which have been approved by TORC Series/USAC Technical Director, may be used in place of factory production grills.
- C. The single section grill piece must fit the required template.
- D. Single section grills must maintain stock appearance of vehicle representing.

12. REAR VIEW MIRROR

Rear view mirrors are allowed.

13. FIREWALL

Both the engine and fuel cell must be separated, and sealed, from the driver's compartment by a metal firewall. Material minimums: Aluminum .040; Steel 20 gauge, .035.

14. DOOR

- A. Door panels must retain all factory-molded contours and accent lines.
- B. Operating doors must have a positive latching system, stock handles and latches are permitted.
- C. Secondary latching systems are required on all operating doors.
- D. Standard production or after-market approved doors may be used.

15. FIRE PROTECTION CONTROL

- A. It is mandatory that each race vehicle have, within the driver's reach, a portable UL approved dial equipped fire extinguisher; not less than 2.5 lbs, AVC rated dry chemical or Halon 1211 or equivalent. Fire extinguishers must be fully charged and mounted very securely with a quick-release system within easy reach of the driver.
- B. It is mandatory that all entrants have in their pit area and as part of their equipment a fully charged dry chemical ABC fire extinguisher of 10-pound capacity or larger.
- C. All PRO and SRT Race Trucks must have a remote on board fire suppression system, piped to the engine transmission compartments. (5 pound minimum system). It is recommended that additional nozzle/s be installed in the driver's compartment.

16. BATTERIES

- A. Lead acid batteries must be inside a non-corrosive container and securely mounted to the chassis.
- B. Gel cell batteries are recommended.

17. MEDICAL ATTENTION

- A. If competitor requires medical attention, by track or other medical teams, the attending medical technician must approve the competitors return to competition. Failure to comply with advice of the medical technician will result in disqualification from competition for the balance of the event. TORC Series/USAC Competition Director will administer this procedure.
- B. If a driver loses consciousness at anytime during an event, the driver cannot compete for at least seven days and must be cleared to resume motorsports competition, in writing, by a qualified physician.
- C. Any member involved in an injury accident while on the event premises must report the accident to a TORC Series/USAC Official before leaving the premises. If the injured member is unable to make a report, a representative of the member must inform TORC Series/USAC Officials immediately.

18. QUALITY OF WORKMANSHIP

All aspects of race vehicle construction and workmanship must meet with the TORC Series/USAC Technical Directors approval.

19. FUELING OF RACE VEHICLE

No fuel may be added to race vehicles in staging or on the starting line prior to a race or practice.

NOTE: UNAUTHORIZED TRANSPORTING OF FUEL IS DEEMED A SAFETY HAZARD AND MAY VIOLATE FEDERAL D.O.T. AND STATES STATUTES.

QUALITY RACING FUEL WILL BE MADE AVAILIABLE AT EVERY TORC Series EVENT.

TORC SERIES

COMBINED CLASS RULES (CCR)

PRO, SRT & GRASSROOTS DIVISIONS

The Combined Class Rules will apply to all PRO, SRT & Grassroots Divisions. Any modification of or addition to the CCR is prohibited, unless changed by the proper method of notification by the series Officials. Use of optional equipment is not permitted unless the competitor has prior written approval of the Series Technical Director. Any deviation from the CCR will result in disqualification from the event or the series.

1. APPROVED MAKES OF COMPETITION

The following pick up truck manufacturers are considered eligible and approved for competition in TORC Series race events: Chevrolet/Toyota/Mazda/Jeep/Ford/Nissan/Dodge

2. VEHICLE BODIES

Vehicle bodies must meet the following requirements.

- A.** Standard production or after-market approved bodies may compete. All bodies must be of volume production models as selected and approved by TORC Series.
- B.** Vehicles must be neat appearing.
- C.** All vehicles must have complete bodies, cabs, hoods, doors, fenders, grills and roof, in top quality condition, in standard location, maintaining make and model body lines. All body parts and box covers must be attached, preventing loss of body panels and covers during competition. TORC Series/USAC Officials will have the final judgment regarding lines, method of attachment and appearance.
- D.** Original dimensions of all bodies must remain as manufactured, except changes that may be necessary for tire clearance. All changes for tire clearance must be approved by TORC Series.
- E.** All window glass must be removed from race vehicles.
- F.** All operational doors must be fastened in a manner acceptable to TORC Series/USAC Officials.
- G.** All body components must be installed in their standard location, plus or minus 1 inch, as referenced by a production model vehicle.
- H.** Complete bodies must be attached at the start of competition, pre-run or any other on track activities. Bodies must be attached in such a fashion as not to create a pointed or sharp extrusion when panels are removed. TORC Series mandates a loop body mounting bracket construction.
- I.** All vehicles must be left side steer only. Steering wheel, seat and pedals must be in approximate stock location.

3. HOODS AND ROOFS

TORC Series Technical Director must approve hood and roof attachment method.

- A.** The hood must be locked down with six positive pin fasteners equipped with clip cables. Four must be evenly spaced across the front of the hood and two placed in the rear corners of the hood.
- B.** All vehicles will have a roof.
- C.** Roofs must be properly attached to the cage of the vehicle.
- D.** In all PRO and SRT divisions aluminum or steel sheeting must be firmly attached to the top of the roll cage above driver's head. Minimum thickness of attached sheeting is .075 aluminum, 16ga steel.

4. BED AND TAILGATE

TORC Series Technical Director must approve all bed panel attachment procedures.

- A.** Allowable, external box panels only. The panels must be attached as not to come off during competition.
- B.** Vehicle production lines must be maintained.
- C.** Standard production or after-market box panels may be used.
- D.** Tonneau covers may be used.

E. PRO 4x4 and PRO 2WD trucks may add a wing to the rear of the bed a maximum of 4 inches high and 60 inches in width. PRO LIGHT trucks may add a wing 4 inches high and 55 inches in width.

5. *BUMPERS*

TORC Series/USAC Technical Director must approve all bumpers.

A. All vehicles must have safe bumpers front and rear. Bumpers must have looped corners.

B. Front bumper cannot be extended more than 12 inches beyond grille and no wider than 2 inches inside the inner sidewall of the front tire when straight.

C. Nerf bars and rear bumpers may not extend more than 2 inches beyond the outside front to rear tire line.

D. Rookie driver rear bumper must be painted yellow.

E. Use of angle iron on any bumper, nerf bar or other outside protection is illegal.

G. Use of angle iron on rear bumpers of buggies is allowed.

6. *SHOCKS*

A. All vehicles must have at least one working shock on each wheel.

B. Shocks cannot be adjusted while vehicle is in motion.

C. Heating or cooling liquids or chemicals in shocks is not allowed.

D. Shocks may have external bypass tubes and reservoir cans.

E. TORC Series/USAC Technical Director must approve all team-manufactured shocks.

F. Remote mounted shocks are not allowed.

7. *TIRES*

A. Only one tire per axle wheel position is permitted.

B. Class PRO 2WD and PRO 4X4 will be allowed to use either D.O.T. or "project" tires.

The maximum tire size will be 35 x 12.50/17. Minimum air pressure at the starting line will be 13 psi.

Maximum tread width is 10.2". Maximum section width is 13.2". Maximum diameter is 35".

All measurements will be taken on a race ready wheel at 13 psi. Maximum wheel size is 15"x10", 16"x10" or 17"x 9". Minimum wheel backspacing will be 3.75".

All other classes must use D.O.T. tires. Sizes are mandated in each class's general rules.

TORC Series' definition of the term D.O.T. is as follows;

1. Must meet all D.O.T. guidelines and tests and be stamped accordingly.

2. Must be readily available to the general public in quantity if requested.

3. Model of tire must be offered in multiple sizes and conform in size with industry standards.

4. Retail pricing must be competitive with other manufacturers.

"One-off" or limited run tires will not be allowed. The maximum penalty for not conforming to these rules will result in disqualification as well as forfeiture of all driver and tire manufacturer points.

8. *WHEELS /LUG NUTS/BEAD LOCKS*

A. All wheels must be in good condition.

B. Lug nut must be open ended and of proper size.

C. Studs must extend a maximum of two full threads past the end of the lug nut.

D. If bead lock opening is more than 8 inches diameter, wheel studs may be no closer than 1-1/2 inch from the outer most face of bead lock. Studs ends must be rounded.

E. Cut out for valve stem opening must be radiused. Cut out means any removal of lock that opens the inner circle edge.

F. Cut out for valve stem opening must be capped. Cut out means any removal of lock that opens the inner circle edge.

G. No snap or clip on wheel cover allowed.

H. All Professional class trucks must have recessed bead lock bolts.

9. *WEIGHT OF VEHICLE*

A. The driver will be included in vehicle minimum weight.

B. Vehicles can be courtesy weighed prior to competition.

C. Added weight must be in block form of no less than 10-pound blocks (no liquid of any type except fuel in fuel cell, pellets or other granulated weight). Added weight must be securely bolted in place.

Dislodged weight cannot be returned to vehicle for weighing at end of race. TORC Series Officials must approve all weight material.

D. All block ballast weight must be identified with vehicle number and painted a bright fluorescent color.

E. Two additional holes must be drilled in the ballast block and attachment point. Weight can be sealed at the discretion of the TORC Series Technical Director.

F. Weight shifting devices of any kind are not allowed.

G. Hydraulic or electronic weight shifting devices are not allowed.

H. Complete set of body panels must be presented to TORC Series Technical Director for weighing at or prior to first race of season. Excessive loss of body panels during competition will result in crew chief removing all body panels from race vehicle, adding weight of total panels.

I. Race vehicle total weight must be declared on event entry form.

J. All vehicles, at the discretion of the TORC Series Technical Director, will weigh in after competition. Failure to do so will result in disqualification.

10. FUEL SPECIFICATIONS

A. Fuel shall be automotive gasoline only.

B. Gasoline shall not be blended with alcohols, ethers, or other oxygenates, and it shall not be blended with aniline or its derivatives, nitrous compounds or their nitrogen containing compounds.

C. Cooling of the fuel by any means is not permitted during competition.

D. In the event an "Official Fuel" is named, TORC Series will sample the actual fuel provided at the track by the fuel supplier and that sample will become the benchmark from which all competitors samples will be judged.

E. TORC Series has the right to sample a competitor's fuel at anytime the vehicle is entered in a TORC Series event. All samples will be impounded for observation and/or testing by TORC Series or outside laboratories at TORC Series discretion.

F. No nitrous oxide.

G. If TORC Series/USAC Officials suspect a masking agents in the fuel, chemical testing will be conducted at possible expense to the competitor.

H. Penalties for use of hazardous chemicals will be severe including fine and/or points and/or suspension.

11. FUEL CELL AND SYSTEMS

All fuel cells must be TORC Series approved. .

A. TORC Series will reject any previously approved fuel cell, which appears to be defective, damaged, or not in proper condition.

B. No pressure systems will be allowed. Any concealed or non-concealed pressure type containers, feed lines or actuating mechanisms will not be permitted, even if inoperable.

C. Electric fuel pumps must have oil pressure shut-off. Loss of oil pressure will automatically shut off fuel pump. A momentary on bypass may be installed. The momentary on by pass may be like a push button, 2-pole starter button, which can be mounted in a position best suited to the driver. The oil pressure-sending unit is AC Delco part number 25036938. The sending unit receives power from the ground.

D. The use of a commercially manufactured fuel cell is mandatory.

E. No material other than standard foam as provided by the fuel cell manufacturer is permitted.

F. Rear mounted fuel cell must have a chassis or body cross member of substance between the fuel cell and driver and be protected from ground obstacles.

G. Fuel cells will become obsolete five years after date of manufacture and must be replaced.

H. All fuel cell fillers must have check valves installed. All fuel cells must have a vent system that includes a one-way valve is installed and routed correctly. See illustration in diagram section

I. A splash shield must be in place to direct any spill away from the driver, motor and motor exhaust. A body panel is considered sufficient splash shield.

J. The fuel cell cannot be vented into the driver's or engine compartment of any vehicle.

K. The fuel cell must be located behind the vehicle cab.

L. Fuel cells must be enclosed in a metal outer shell.

12. DIP STICKS

All dipsticks must be secured in dipstick tube with a positive locking or securing method.

13. ENGINE BLOCKS

A. All engine blocks must be a product of the manufacturer of the make and model of the vehicle being used in competition and readily available to the racing public or any competitor.

B. All engine blocks must have like manufacturer part numbers, as a product of the manufacturer fifteen days prior to the start of the season.

C. Cubic inch of race vehicle motor must be declared at time of event registration.

D. Internal engine block polishing is permitted.

E. Engines are subject to inspection by TORC Series/USAC Technical Director at any time.

F. TORC Series/USAC Technical Director's primary method of cubic inch measurement is the "P&G Cubic Inch Tester".

G. At the discretion of TORC/USAC Series Technical Director, engine displacement can be measured conventionally by the removal of one or both cylinder heads.

H. Engines may be sealed. If seal is broken, TORC Series Technical Director will require engine cubic inch verification by the approved TORC Series measurement method.

I. If requested, engines must be pumped and sealed by TORC Series/USAC Officials before entering into competition.

J. All competitor race vehicle engines must be capable of being sealed. TORC Series suggests that competitor drill the cap on one head bolt and the cap on one intake manifold bolt and two adjacent oil pan bolts for use in sealing engine. TORC Series/USAC Technical Director is the only individual authorized to seal any competitor's engine.

K. Sealed engines may be pumped at the discretion of the TORC Series/USAC Technical Director.

14. OIL COOLERS

All oil coolers and their installation must be approved by TORC Series.

A. Engine and transmission oil to air or and oil to water heat exchangers are permitted.

B. Cooling fans are permitted.

15. ENGINE COOLING SYSTEMS

Engine cooling systems must be accepted and approved by TORC Series.

A. No icing refrigerant chemicals may be used in or near the engine compartment or any place on the vehicle.

B. Impellers of the water pump may be altered.

C. Electrical engine cooling fans are optional.

D. Installation, location and type of electrical cooling fan must be acceptable to TORC Series.

16. CARBURETOR RESTRICTOR PLATES

A. Carburetor restrictor plate must be used when required by TORC Series.

B. All restrictor plates must be purchased from TORC Series and cannot be modified in any way.

C. Devices designed to increase or re-direct airflow between the carburetor and the intake manifold are not allowed. Vehicles must use open plenum or straight bore design spacer with standard design gaskets only.

D. Carburetor chokes are not considered to be restrictor plates.

17. FUEL INJECTION OR SUPERCHARGER

A. All fuel injection systems must be presented to TORC Series Technical Director for approval a minimum of 30 days prior to the first race. All software and available information must be submitted to TORC Series Technical Director. Any sensor may be used but their purpose, number and location must be submitted to TORC Series technical Official for approval. Any change of purpose, number or location must be submitted to TORC Series Technical Official for approval. TORC Series Technical reserves the right to obtain a download at any time. Engine management systems combined with data

collection will be considered engine management systems. All injection systems must be manufactured in quantities of 1,000 or more and available through normal dealer channels.

B. Only naturally aspirated engines may compete in TORC Series events.

18. PROTECTIVE SHIELDS

A. Transmission, flywheel and transfer cases must have a protective shield, a minimum of .250 in thickness, placed as to protect the driver from exploding parts.

B. Location of all shields must be approved by TORC Series.

19. ENGINE AND VEHICLE ELECTRICAL SYSTEM

All ignition systems must be approved by TORC Series.

A. No computerized systems are permitted, unless TORC Series Tech approved.

B. Any make or brand of spark plug may be used.

C. All vehicles must have a working alternator/generator system.

D. All vehicles must have a self-starter in working condition. Vehicles must be capable of starting on their own power. After race is underway, vehicles may be started by hand pushing on pit road only.

E. All electrical switches must be located on the dash panel. A master switch that will shut-off all electrical power and the engine must be so labeled and located on the left dash panel. The master on/off switch must have a red circle around the switch, making the switch easily identifiable.

F. Data Collection not allowed except as listed in 17. CCR A.

20. ELECTRICAL ACCESSORIES

A. At the request of television, certain vehicles may compete with telemetry systems, as so installed by the TORC Series television production network requesting such information.

B. Vehicles cannot carry on board computers, micro-controllers, processors, recording devices, electronic memory chips, or traction control devices. However, digital read-out gauges (digital dash logger) is allowed in all classes. No interaction with vehicle other than power train, temperatures and pressures. No transmitting of data is allowed.

C. The minimum penalty for the use of traction control devices will result in a DQ from the event as well as forfeiture of all driver and manufacturer points to date.

21. ENGINE EXHAUST SYSTEMS

A. Exhaust mufflers are required on all exhaust systems except for 1600 and 1600 Light Buggy divisions.

B. Muffler must meet a maximum decibel of one hundred (100) as measured 50' from trackside.

C. Exhaust pipes must be attached to headers in a secure manner.

D. Exhaust pipes must extend past driver compartment to the outer edge of the vehicle or to the rear of the vehicle.

E. All exhaust must discharge downward or outward.

F. Exhaust heat shields are permitted.

G. Exhaust pipes that enter the cab of the vehicle must have a protective heat shield.

22. DRIVE SHAFT

One 360-degree solid steel bracket, no less than 2 inches wide and 1/4 inch thick, must be placed around each drive shaft.

23. NUMBERING/MARKING/IDENTIFICATION

All vehicle numbering is subject to approval of and assigned by TORC Series

A. Single digit numbers can be used in PRO Divisions. Division identification must be indicated in the lower right hand corner of the number plates. (Example: a PRO 4x4 Division vehicle with the number of 1, must place, in the lower right hand corner of the number plate, P-4. This would indicate the vehicle number plus which division the vehicle competed in.)

B. Vehicle number and division must be placed on the upper left-hand corner of the windshield area. Number must be a minimum of 3 inches in height and easily visible by track crew, announcing tower, timing staff.

C. All vehicle numbers must be solid black on a white background and must allow prompt identification by TORC Series/USAC Officials at all times.

- D.** Numbers must have 1 inch of space between them.
- E.** All numbers must have a minimum height of 8 inches, and be a minimum of 1 1/2 inch wide. Division identification must be 4 inches high and 1 inch wide.
- F.** Minimum number plate size is 10 inches high by 14 inches long.
- G.** Numbers must be located in the following positions:
 1. Rear of the vehicle facing rearward.
 2. One number on each side high and close to the back of the roof.
 3. All numbers must be mounted in such a way to stay clean and unobstructed.
- H.** Foil or reflective numbers are not permitted.
- I.** TORC Series/USAC Officials may require a competitor to use a different number to avoid confusion or duplication at a race. In the event that a vehicle number is not visible from timing and scoring, the competitor will not be scored. It is the competitor's responsibility to make sure his/her vehicle number is visible during all race conditions.
- J.** Advertising on race vehicles must be in good taste.
- K.** Contracted decals, advertising or other identification may not be placed on the rear quarter of the box. Stated area is reserved for advertising or identification of contingency program, series, or other such special awards decals, advertising or identification. Any and all decals placed in the stated area by TORC Series will result in financial gain for series drivers.
- L.** Competitor will have option of use of special award or contingency decals. Non-participation will disqualify competitor from sharing awards or prizes from special award or contingency sponsor.
- M.** All TORC Series competitors must have pit identification boards. Pit identification board must show team name, driver's name, and vehicle number. Pit identification board must be displayed at front of pitting area and be a minimum of 24 inches wide by 18 inches high.
- N.** TORC Series may require the use of specific sponsor decals.
- O.** Team vehicles with the same paint and colors must have distinguishing markings of some kind.

24. AIR INTAKE AND CLEANERS

Intake air or filtered air cannot be blended with alcohols, ether, or other oxygenates, nor blended with aniline or its derivatives nitrous compounds or any other nitrogen containing compounds.

25. STEERING COMPONENTS

- A.** TORC Series/USAC Technical Director must approve universal joints in steering shaft.
- B.** Hydraulic power steering is permitted.
- C.** It is recommended that the steering wheel be removable by means of a quick release mechanism meeting SFI Specification 42.1.

26. BRAKES AND BRAKE COOLING

- A.** Brakes must be operational on all four wheels at all times. All brake components must be TORC Series approved.
- B.** Only disc brakes with steel (magnetic) rotors using standard metal mounting hats are permitted.
- C.** Electronic wheel speed sensors or brake actuators will not be permitted.
- D.** Brake lights are mandatory.
- E.** Brake lights must be a minimum of 3 inches in diameter and easily viewed from the rear of the race vehicle.

27. BELL HOUSINGS

- A.** Scatter shield of not less than 1/4 inch must be installed over flywheel and clutch and or torque converter area. Scatter shield must be approved by TORC Series.
- B.** Motor crankshaft must be connected to transmission input shaft via a conventional clutch assembly or vane type torque converter.
- C.** Clutch assemblies are limited to a maximum three-clutch disc.

28. TRANSMISSIONS

The TORC Series/USAC Technical Director must approve all transmissions.

- A.** Transmissions must be standard production, cataloged and available through regular dealer channels.
- B.** All forward gears and reverse gears must be in working order.

C. Installed in stock order, engine to transmission to differential via a drive shaft, engine must be located in front of vehicle.

D. Buggy drivelines may be in any configuration.

29. REAR AXLE/DIFFERENTIAL

A. Rear axle ring and pinion may be of any gear ratio.

B. Quick-change rear ends are not allowed.

C. Only steel axles permitted.

D. Independent rear suspension is not allowable.

E. Must be in stock location, as approved by TORC Series Technical Director.

F. Rear differential must be spool type only, an approved by TORC Series Technical Director.

G. Rear differential must have a minimum of 1 1/2 inch inspection bung or plate placed in such a manner that TORC Series Tech can see and identify spool. If inspection area does not exist, crew chief will remove differential for TORC Series Tech inspection.

30. TRACK WIDTH REQUIREMENTS

A. Vehicles cannot exceed a maximum track width as stated in vehicle division rules.

B. Maximum track width will be measured from a ride height of 10 inches with all four tires inflated to 20 PSI.

C. All measurements will be performed with TORC Series instruments or gauges.

31. WHEELBASE REQUIREMENTS

A. All vehicles must compete with wheel base limitations as stated in vehicle division rules.

B. Wheelbase will be measured on one side, from the center of the front wheel to the center of the rear wheel on the same side. Maximum allowable tolerance cannot exceed one-half (1/2) inch plus or minus on the other side.

C. Wheelbase will be measured from a ride height of 10 inches will all four tires inflated to 20 PSI.

D. All measurements will be performed with TORC Series instruments or gauges.

32. METHOD OF MEASUREMENTS

A. Leaf springs - center of rear eye to center of front eye, measuring circumference.

B. Wheel travel - Front - measured on a vertical plane from the center point on the end of the spindle. Rear - measured on a vertical plane from the center of the rear axle. All measurement will be from stop to stop with spring removed.

C. TORC Series/USAC Technical Director determines all measurements and center points.

33. ROLL BARS/ROLL CAGE

A. Round steel seamless or D.O.M. tubing is compulsory for the basic roll cage construction, and must be TORC Series approved. Aluminum and/or other composite soft metals are not allowable.

B. Roll bar construction must be welded.

C. Minimum tubing diameter and thickness for off road racing vehicles weighing up to 3,000 pounds – 1 1/2 inch diameter by .120 wall thickness.

D. Minimum tubing diameter and thickness for off road racing vehicles weighing up to 5,000 pounds – 1 3/4 inch diameter by .120 wall thickness.

E. Minimum tubing diameter and thickness for off road racing vehicles weighing over 5,000 pounds – 2 inch diameter by .120 wall thickness.

F. All gussets must be of the same material and thickness as the roll cage, measuring 3 inches by 3 inches.

G. All tubing, welds, gussets and roll cage construction must be approved by TORC Series.

H. All vehicles must have three horizontal door bars per side.

I. All vehicle roll bar and protective caging material must meet or exceed above material specifications. This includes all door bars, diagonals and bracing.

J. All roll bars with in reach of driver's head must have protective roll bar padding meeting SFI Foundation Specification 45.1.

K. Minimum tube diameter for all buggy divisions is 1 1/2 one and a half inch by .090 walls.

L. Gussets required on all intersections in driving compartment within 3 inches of intersection.

M. Diagonals or similar bracing is mandatory for all vehicle roof openings as well as front and rear roll bar hoops.

N. Gussets are required at all intersections within the driver's compartment as well as the bars that attach to the rear of the main roll bar behind the driver.

34. *GAUGES*

Analog type gauges only. No LED gauges.

35. *ELECTRONIC TIMING/SCORING*

A. A Westhold remote timing and scoring device must be used.

B. All race teams must purchase a transponder from TORC Series. Transponders will be available at all events.

C. Transponders must be installed by each team according to TORC Series specs. Each vehicle must have its own dedicated transponder unit. Transponder units can not be shared.

D. Transponders must be working for the duration of practice as well as the race.

36. *RADIOS*

A. Radios must be of two-way voice communication type only. Each race team is responsible for meeting FCC requirements and regulations.

B. Radios must operate independently of vehicles electrical system.

C. Radio communication between team drivers is not permitted.

D. All radio frequencies must be approved and reported to TORC Series prior to their use.

E. No scanning type radios that can transmit voice or other communicative noise will be allowed. Such devices when detected will be confiscated by TORC Series.

F. All race vehicle radio communication systems must be approved by TORC Series.

G. A spotter and radio communication is mandatory for all Professional classes.

H. PRO RACE TEAMS- Mandatory Radio Upgrade

USAC has developed a new one-way radio communication system required for the TORC Series launching in 2009. Race team communication systems for spotters can still be used, as the USAC radio can be placed in-line between the team radio and driver earpiece inside the race vehicle. USAC Race Control communications will suppress team communications by 20% when necessary for safety conditions, or for driver line-up instructions, etc.

SRT RACE TEAMS are encouraged to purchase this radio upgrade for their spotters.

TORC SERIES

RACE CLASS DEFINITIONS

PRO 4X4 TRUCK

Specs: A custom built full size four-wheel drive pickup truck. The vehicle must be a standard manufacturer production model available to the general public in the United States, produced in amounts of a minimum of 5,000. Manufacturer body styles and engines must be from the same manufacturer.

Horsepower: 8 cylinders, 750 to 900 HP

Suspension: Front wheel travel limit 18 inches; rear wheel travel limit 20 inches.

Chassis: Maximum wheel base 122 inches; minimum wheel base 113 inches; maximum track width 93 inches.

Body: Maximum body width 80 inches.

Weight: Minimum weight with driver 4,000 pounds, minimum front axle weight 48% of total truck weight.

Tire Size: 35 x 12.50 maximum.

Numbering: 1-99

PRO 2WD TRUCK

Specs: A custom built full size two-wheel drive pickup truck. The vehicle must be a standard manufacturer production model available to the general public in the United States, produced in amounts of a minimum of 5,000. Manufacturer body styles and engines must be from the same manufacturer

Horsepower: 8 cylinders, 750 to 900 HP

Suspension: Front wheel travel limit 18 inches; rear wheel travel limit 20 inches.

Chassis: Maximum wheel base 120 inches; minimum wheel base 113 inches; maximum track width 93 inches.

Body: Maximum body width 80 inches.

Weight: Minimum weight with driver 3,750 pounds; minimum front axle weight 48% of total truck weight.

Tire Size: 35 x 12.50 maximum.

Numbering: 1-99

PRO LIGHT 2 WD TRUCK

Specs: A custom built, light duty two-wheel drive pickup truck. The vehicle must be a standard manufacturer production model available to the general public in the United States, produced in amounts of a minimum of 5,000. Manufacturer body styles and engines must be from the same manufacturer.

Horsepower: 4 cylinders, 300 HP

Suspension: Front wheel travel limit 12 inches; rear wheel travel limit 14 inches.

Chassis: The standardized chassis must be constructed in accordance to TORC SERIES specs.

Body: Light duty body styles such as Ford Ranger, Nissan Frontier, Toyota Tacoma

Weight: Minimum weight with driver is 2,800 pounds; minimum front axle weight is 45% of total truck weight.

Tire Size: 32 x 11.50, D.O.T. approved.

Numbering: 1-99

PRO SUPER BUGGY

Specs: A single seat four wheel vehicle utilizing many different engine combinations with unlimited suspension chassis designs. Engines are limited to c.c. limits from 1650 to 1915 depending on design and manufacturer.

Horsepower: 200 HP

Suspension: Unlimited.

Chassis: Custom built.

Weight: 1580 lbs. minimum.

Tire Size: D.O.T. approved, only.

Numbering: 1-99

SRT LIMITED 4x4 TRUCK

Specs: A custom built four wheel drive spec truck built to strict TORC Series rules.

Horsepower: 8 cylinders, 550 HP

Suspension: Front wheel travel is 14 inches, Rear is 16 inches

Chassis: 113 inch wheelbase with an 86 inch track width

Weight: Minimum weight with driver is 3,600 pounds

Tire Size: 33 x 12.50, D.O.T. approved

Number Series: 1-99

SRT LIMITED 2WD TRUCK (200-299 RACE NUMBER SERIES)

Specs: A two-wheel drive pickup or sport utility vehicle built on an OEM or tubular frame, engine and body must be from same manufacturer. Maximum of 410 cubic inch engine block with TORC SERIES approved heads only.

Horsepower: 600 HP

Suspension: Front wheel travel limit 18 inches; rear wheel travel limit 20 inches.

Chassis: Maximum wheel base 120 inches; minimum wheel base 113 inches; maximum track width 93 inches.

Body: Maximum body width 80 inches.

Weight: Minimum weight with driver 3,600 pounds minimum front axle weight 48% of total truck weight.

Tire Size: 35 x 12.50 maximum, D.O.T. approved.

SRT STOCK TRUCK (800-899 RACE NUMBER SERIES)

Specs: A two-wheel drive, standard size pickup. The vehicle must be a standard manufacturer production model available to the general public in the United States, produced in amounts of a minimum of 5,000. This is a production division and must maintain the engine, body and frame combination for a specified year.

Engine: 370 cubic inch, with carburetor restrictor plate.

Suspension: Wheel travel limit is 12 inches.

Chassis: Stock frame and suspension with limited modifications.

Body: Stock design but can be of any material.

Weight: 4,150 lbs. minimum

Tire Size: 33 x 12.50 D.O.T. approved.

SRT 1600 BUGGY (300-399 RACE NUMBER SERIES)

Specs: A single seat limited 4-wheel vehicle utilizing a type-1, 1600 CC Volkswagen air-cooled engine.

Horsepower: 70 HP

Suspension: Stock VW design, some modifications are allowed.

Chassis: Custom built.

Weight: 1580 lbs. minimum.

Tire Size: D.O.T. approved, only.

SRT 1600 LIGHT BUGGY (100-199 RACE NUMBER SERIES)

Specs: A single seat limited 4-wheel car using Volkswagen type 1 stock components with a 1585 cc engine. All parts are to be stock type "1" VW.

Horsepower: 55 HP

Suspension: Stock VW design with very few modifications allowed.

Chassis: Custom.

Weight: 1550 lbs. minimum.

Tire Size: 15 inch, D.O.T. approved.

GRASSROOTS FORMULA 4X4 TRUCK (400-499 RACE NUMBER SERIES)

Specs: A four-wheel drive sport utility class with no longer than 110" wheel base, or 82" track width.

Horsepower: 400 + HP

Suspension: Must be stock concept.

Chassis: Stock frame.

Body: SUV

Weight: 3,300 to 4,100 lbs depending on the motor.

Tire Size: 33 x 12:50 D.O.T. approved.

GRASSROOTS CLASSIX RACE CARS (600-699 RACE NUMBER SERIES)

Specs: A two wheel drive passenger car or a sport utility vehicle using only two wheel drive.

Horsepower: 460 cubic inch or less.

Suspension: Original concept of suspension and springs.

Chassis: Original shape, size and appearance of the body.

Weight: Full size SUV's must weight 4,400 lbs. minimum. Traditional cars must weigh GVW plus 200 lbs. or 3,000 lbs, which ever is more. Light SUV's with 6 cylinder engines must weight 3,800 lbs.

Tire Size: D.O.T. approved.

GRASSROOTS ENDURO TRUCKS (500-599 RACE NUMBER SERIES)

Specs: A two wheel drive pickup truck with a ¾ ton or smaller chassis.

Engine: GM 350, Mopar 360, Ford 351 Windsor or smaller

Suspension: Stock suspension parts and locations.

Chassis: Must remain stock but reinforcing is allowed.

Weight: Trucks less than ½ Ton chassis must weight at least 3,500 lbs.

Tire Size: 33 x 12.50, D.O.T. approved.

TORC SERIES

COMPETITION RULES FOR

PRO 4X4 TRUCK

DEFINED AS- Vehicles built or manufactured as a full size four wheel driven type utility vehicle, capable of being driven through the front wheels. Vehicle must be a standard manufacturer production model available to the general public in the United States, produced in amounts of a minimum of 5,000. Manufacturer body styles, engines and chassis must all be from same manufacturer. PRO 4X4 is considered an open production division regulated only by Division, CCR and Safety Rules. Division rules supersede CCR.

1. *SUSPENSION*

- A. Spindles may be reinforced or manufactured and must retain the same basic design and concept as originally mounted as produced.
- B. No limits or restrictions on ball joints, spring rate capacities or pivot point bushings.
- C. Front wheel maximum wheel travel limits 18 inches.
- D. Rear wheel maximum wheel travel limits 20 inches.
- E. All four corners must be coil over suspension.

2. *CHASSIS*

- A. Maximum wheelbase 122 inches. Minimum wheelbase is 113 inches.
- B. Maximum track width 93 inches, outside of tire to outside of tire, as measured from ride height of 10 inches. Width is measured as vehicle passes over ride height blocks.
- C. Truck wheelbase and tracking width will be measured with all tires inflated to 20 PSI in outer tire.

3. *RIDE HEIGHT OF TRUCK*

- A. 10 inches measured as vehicle drives over 10 inch ride height blocks.
- B. Truck may be measured for ride height before and after competition.
- C. Trucks will be measured with all tires inflated to 20 PSI pressure in outer tire.

4. *TRUCK BODY*

- A. All fender and box side mounts must be a looped design only. Box sides must be full length including the taillight wrap around.
- B. Maximum body width 80 inches as measured between pillar A and pillar B.

5. *FENDERS*

- A. Fenders may be flared to outside of the tire.

6. *TRUCK WEIGHT*

- A. Vehicle weight is set according to the following formula:
 - 2 valves per cylinder and using a carburetor must weigh 10lbs./cubic inch.
 - 3 or more valves per cylinder and using a carburetor must weigh 11.5lbs./cubic inch.
 - 3 or more valves per cylinder and using TORC Series approved fuel injection must weigh 12.0lbs./ cubic inch.
- B. For those trucks using electronic fuel injection, please refer to CCR.
- C. Trucks may be weighed pre and post race, and must weigh a minimum of 4,000 lbs. with driver at race end.
- D. Weight is subject to change in interest of competition.
- E. Minimum front axle weight is 48% of total truck weight at race end.
- F. All trucks must meet minimum weight and front percentage both pre and post race.

7. ENGINE BLOCK

- A. OEM design, steel or aluminum.
- B. Block must be available to the general public and had been made in quantities of at least 1,000.
- C. Maximum of 8 cylinders.

8. CARBURETOR

- A. One four-barrel carburetor permitted.
- B. No turbo or super chargers or Nitrous oxide.

9. FUEL INJECTION

- A. For those trucks using electronic fuel injection, please refer to CCR.
- B. Fuel injection is only allowed on overhead cam motors under 340 cubic inches.
- C. Fuel injection is not allowed on pushrod motors.

10. DRIVE PARTS

- A. Engine to transmission adapter plate can be a maximum of ½ inch thick.
- B. Auxiliary under drive and overdrive units are permitted.
- C. Motor crankshaft must be connected to transmission input shaft via a conventional clutch assembly or vane type torque converter.
- D. Must be in stock order, engine, transmission, transfer case, differential via a drive shaft, engine must be in front of truck.
- E. Rear differential must be spool type only, an approved by TORC Series Technical Director.
- F. Rear differential must have a minimum of 1 ½ inch inspection bung or plate placed in such a manner that TORC Series Tech can see and identify spool. If inspection area does not exist, crew chief will remove differential for TORC Series Tech inspection.
- G. Independent rear suspension not allowed.

11. TRANSMISSION

- A. Automatic transmissions must operate through a conventional torque converter.
- B. Manual shifting of all transmissions is mandatory, unless other method need be employed for handicap condition of driver. TORC Series technical director must approve all non-manual shifting procedures.
- C. Auxiliary under drive or over drive units may be shifted electronically, but only by manually operated switch.

12. TIRES

Refer to COMBINED CLASS RULES (CCR), paragraph 7.

13. WHEELS

- A. Maximum wheel size is 10"x 15", 10"x 16" or 9"x17"
- B. Minimum backspacing for all wheels will be 3 ¾".
- C. All wheels must be in excellent condition free from cracks and defects that could cause wheel failure.
- D. All bead lock rings must have recessed bolts only

14. RADIOS

All pro trucks must be equipped with a two-radio and a spotter.
Refer to COMBINED CLASS RULES (CCR), paragraph 36.

ALL CCR APPLY AS SET FORTH IN THIS TORC SERIES RULEBOOK.

TORC SERIES

COMPETITION RULES FOR

PRO 2 WHEEL DRIVE TRUCK STANDARDIZED

DEFINED AS- Full size trucks built or manufactured as a full size two- wheel drive type utility vehicle. Vehicle must be a standard manufacturer production model available to the general public in the U.S.A. Vehicle style must have a manufacturer production of 5,000. Division rules supersede CCR. Manufacturer body styles and engines must all be from same manufacturer. The PRO 2 WD class is considered an open production class regulated only by Class, CCR, and Safety Rules.

1. CHASSIS

- A. The standardized PRO 2WD chassis must be constructed in accordance to TORC Series standardized prints.
- B. Frame must be constructed of 2"x 3" rectangular tubing only, with a minimum wall thickness of 1/8". Frame profile must remain unchanged. The 2" x 3" rails must remain intact from front to rear. Some teams have notched the frame to accommodate the steering rack per Western 2008 rules. This will be allowed in 2009 but will not be allowed in 2010.
- C. Maximum track width 93 inches, outside of tire to outside of tire, as measured from ride height of 10 inches.
- D. Truck wheelbase and tracking width will be measured with all tires inflated to 20 PSI in outer tire. Truck will be measured as they pass over a 10 inch ride height block.
- E. All trucks must be left side steer only. Steering wheel, seat and pedals must be in approximate stock location.
- F. Standardized chassis rules were updated in 2005. To receive a copy of this new print please call the TORC Series HQ.

2. TRUCK BODY

- A. All fender and box side mounts must be a looped design only. Box sides must be full length including the taillight wrap around.
- B. Maximum body width 80 inches as measured form pillar A to pillar B.
- C. Roofline, rocker panels and top of bedside must be parallel to the horizontal frame members.
- D. Vehicle appearance must remain as factory produced. TORC Series Technical Director must approve changes in appearance.
- E. Tires must retract inside of fenders.

3. SUSPENSION

- A. All four corners must be coil over suspension.
- B. Front wheel travel limits 18 inch maximum.
- C. Rear wheel travel limits 20 inch maximum.
- D. Four bar rear suspension only.
- E. Rear axle may not rotate separately from axle housing mounts.

4. RIDE HEIGHT

- A. 10 inches measured as vehicle drives over 10 inch ride height blocks.
- B. Truck must race at 10 inch ride height.
- C. Trucks will be measured with all tires inflated to 20 PSI in outer tire.
- D. Trucks may be measured for proper ride height before and after competition.

5. SHOCK ABSORBERS AND SPRINGS

- A. Maximum of two shocks per corner.
- B. One spring stack per corner, maximum of three springs on one shock.
- C. External bypass allowed on one shock per corner.
- D. Determination of air shock usage will be done in the following manner: Truck will be presented to TORC Series technical, on level ground, at existing ride height. Truck height will be measured from a given point on the chassis, all canisters will be purged of air, and nitrogen or other charged support. If truck droops more than 1 ½ inches the truck will be illegal.
- E. Bump stops will be allowed on front and rear of the truck. Bump stops will only be legal if they absorb the last 6 inches of upward compression.
- F. TORC Series technical director must approve all shocks.

6. FUEL CELL

- A. Technical director must approve fuel cell.
- B. Fuel cell must be located behind cab.

7. TRUCK WEIGHT

- A. Vehicle weight is set according to the following formula:
 - Two valves per cylinder and using a carburetor must weigh 9.75lbs./cubic inch.
 - Three or more valves per cylinder and using a carburetor must weigh 10.75 lbs./cubic inch.
 - Three or more valves per cylinder and using TORC Series approved fuel injection must weigh 11.25 lbs./cubic inch.
- B. For those trucks using electronic fuel injection, please refer to the CCR.
- C. Trucks may be weighed pre and post race, and must weigh a minimum of 3,750 lbs. with driver at race end.
- D. Weight is subject to change in interest of competition.
- E. Minimum front axle weight is 45% of total truck weight at race end.
- F. All trucks must meet minimum weight and front percentage both pre and post race.

8. ENGINE BLOCK

- A. OEM design, steel or aluminum.
- B. Block must be available to the general public and had been made in quantities of at least 1,000.
- C. Maximum of 8 cylinders.
- D. Centerline of crankshaft cannot be less than 8 1/2 inches above the lowest part of the frame rail as measured from the front of the engine.
- E. Maximum engine setback of 42 inches from the front spindle centerline to rear of bell housing mount flange on rear of block.

9. CARBURETOR

- A. One four-barrel carburetor permitted.
- B. No nitrous oxide permitted.

10. FUEL INJECTION

Allowed:

- A. Fuel injection on overhead cam motors under 340 cubic inches.

Not Allowed:

A. Fuel injection is not allowed on pushrod motors.

11. DRIVE TRAIN PARTS

- A. Engine to transmission adapter plate can be a maximum of ½ inch thick.
- B. Auxiliary under drive and overdrive units are permitted.
- C. Motor crankshaft must be connected to transmission input shaft via a conventional clutch assembly or vane type torque converter.
- D. Must be in stock order, engine, transmission, and differential via a drive shaft.
- E. Rear differential must be spool type only, and approved by TORC Series technical director.
- F. Rear differential must have a minimum of one inspection hole 1 ½ inch diameter located in such a manner that TORC Series tech can see and identify spool. If inspection hole does not exist, crew chief will remove differential for TORC Series technical inspection.
- G. Independent rear suspension not allowed.

12. TRANSMISSION

- A. Automatic transmissions must operate through a conventional torque converter.
- B. Manual shifting of all transmissions is mandatory, unless other method need be employed for handicap condition of driver. TORC Series technical director must approve all non-manual shifting procedures.
- C. Auxiliary under drive or over drive units may be shifted electronically, but only by manually operated switch.

13. CLUTCH

- A. Maximum of three disk clutches may be used.

14. TIRES

Refer to COMBINED CLASS RULES (CCR), paragraph 7.

15. WHEELS

- A. Maximum wheel size is 10"x 15", 10"x 16" or 9"x 17".
- B. Minimum backspacing for all wheels will be 3 ¾".
- C. All wheels must be in excellent condition free from cracks or defects that could cause wheel failure.
- D. All bead lock rings must have recessed bolts only.

16. RADIOS

Frequency must be registered with TORC Series.
All PRO trucks must be equipped with a two-radio and a spotter.
Refer to COMBINED CLASS RULES (CCR), paragraph 36.

ALL CCR APPLY AS SET FORTH IN THIS TORC SERIES RULEBOOK.

TORC SERIES

COMPETITION RULES FOR

PRO 2 WHEEL DRIVE TRUCK NON-STANDARDIZED

DEFINED AS- Defined as a custom built, full size two wheel drive pickup truck. Vehicle must be a standard manufacturer production model available to the general public in the United States, produced in amounts of a minimum of 5,000. Manufacturer body styles, engines and chassis must all be from same manufacturer. PRO 2 WD is considered an open production division regulated only by Division, CCR, and Safety rules. Division rules supersede CCR.

All new chassis built after 2001 must be constructed under TORC Series PRO 2WD Standardized rules.

1. *SUSPENSION*

- A. Spindles may be reinforced or manufactured and must retain the same basic design and concept as originally mounted and produced.
- B. No limits or restrictions on ball joints, spring rate capacities, pivot point bushings.
- C. Front wheel travel limits 18 inches.
- D. Rear wheel travel limits 20 inches.

2. *CHASSIS*

- A. Maximum wheelbase 120 inches. Minimum wheel base 113 inches, as measured with TORC Series certified gauge.
- B. Maximum track width 93 inches, outside of tire to outside of tire, as measured from ride height of 10 inches. Measurement is taken as vehicle passes over ride height blocks.
- C. Trucks wheelbase and tracking width will be measured with all tires inflated to 20 PSI in outer tire. Truck will be measured as they pass over a 10 inch ride height block.
- D. All trucks must be left side steer only. Steering wheel, seat and pedals must be in approximate stock location.

3. *RIDE HEIGHT OF TRUCK*

- A. 10 inches measured as vehicle drives over 10 inch ride height blocks.
- B. Truck must race at 10 inch ride height.
- C. Trucks will be measured with all tires inflated to 20 PSI pressure in outer tire.
- D. Trucks may be measured for proper ride height before and after competition.

4. *TRUCK BODY*

- A. All fender and box side mounts must be a looped design only. Box sides must be full length including the taillight wrap around.
- B. Maximum body width 80 inches as measured from pillar A to pillar B.

5. *FENDERS*

- A. Fenders may be flared to outside of the tire.

6. *TRUCK WEIGHT*

- A. Vehicle weight is set according to the following formula:
 - 2 valves per cylinder and using a carburetor must weigh 10lbs./cubic inch.
 - 3 or more valves per cylinder and using a carburetor must weigh 10.75 lbs./cubic inch.
 - 3 or more valves per cylinder and using TORC Series approved fuel injection must weigh 12.0 lbs./cubic inch.
- B. For those trucks using electronic fuel injection, please refer to CCR.
- C. Trucks may be weighed pre and post race and must weigh a minimum of 3,750 lbs. with driver at race end.
- D. Weight is subject to change in interest of competition.
- E. Minimum front axle weight: 48% of total truck weight at race end.

F. All trucks must meet minimum weight and front percentage both pre and post race.

7. ENGINE BLOCK

- A. OEM design, steel or aluminum.
- B. Block must be available to the general public and had been made in quantities of at least 1,000.
- C. Maximum of 8 cylinders.

8. CARBURETOR

- A. One four-barrel carburetor permitted.
- B. No turbo or super chargers, or Nitrous oxide.

9. FUEL INJECTION

Allowed:

- A. Fuel injection on overhead cam motors under 340 cubic inches.

Not Allowed:

- A. Fuel injection is not allowed on pushrod motors.

10. DRIVE PARTS

- A. Engine to transmission adapter plate can be a maximum of ½ inch thick.
- B. Auxiliary under drive and overdrive units are permitted.
- C. Motor crankshaft must be connected to transmission input shaft via a conventional clutch assembly or vane type torque converter.
- D. Must be in stock order, engine, transmission, and differential via a drive shaft.
- E. Engine must be in front of truck.
- F. Rear differential must be spool type only, approved by TORC Series Technical Director.
- G. Rear differential must have a minimum of 1 ½ inch inspection bung or plate placed in such a manner that TORC Series Tech can see and identify spool. If inspection area does not exist, crew chief will remove differential for TORC Series Tech inspection.
- H. Independent rear suspension not allowed.

11. TRANSMISSION

- A. Automatic transmissions must operate through a conventional torque converter.
- B. Manual shifting of all transmissions is mandatory, unless other method need be employed for handicap condition of driver. TORC Series technical director must approve all non-manual shifting procedures.
- C. Auxiliary under drive or over drive units may be shifted electronically but only by a manually operated switch.

12. TIRES

Refer to COMBINED CLASS RULES (CCR), paragraph 7.

13. WHEELS

- A. Maximum wheel size is 10"x 15", 10"x 16" or 9"x 17"
- B. Minimum backspacing for all wheels will be 3 ¾".
- C. All wheels must be in excellent condition free from cracks or defects that could cause wheel failure.
- D. All bead lock rings must have recessed bolts only

14. RADIOS

Frequency must be registered with TORC Series.
All PRO trucks must be equipped with a two-radio and a spotter.
Refer to COMBINED CLASS RULES (CCR), paragraph 36.

ALL CCR APPLY AS SET FORTH IN THIS TORC SERIES RULEBOOK.

TORC SERIES

COMPETITION RULES FOR

PRO LIGHT 2 WHEEL DRIVE TRUCK STANDARDIZED

DEFINED AS- A custom built, light duty two-wheel drive pickup truck. All new chassis built after 2000 must be constructed under TORC Series Standardized rules. Vehicle style must have a manufacturer production of 5,000 and body styles and engines must be from the same manufacturer. Division rules supersede CCR.

NOTE: In the interest of fairness and/or to improve competition and this being a highly competitive class please be advised that adjustments to the rules, motor, engine block, head, weight, plenums, and choke size may be announced within the racing season. Class competitors will be duly advised by TORC Series.

1. CHASSIS

- A. The Standardized Professional Light 2WD Chassis must be constructed in accordance to approved TORC Series Standardized Chassis prints.
- B. All chassis information such as ride height and tracking width are included in the TORC Series standardized chassis prints.

2. FRAME

- A. Frame must be constructed of 3"x 2" rectangular tubing only with a minimum wall thickness of 1/8".

3. BODY

- A. All fender and box side mounts must be a looped design only. Box sides must be full length including the taillight wrap around.
- B. Roofline, Rocker panels and top of bed side must parallel to the horizontal frame members.

4. REAR SUSPENSION

- A. Four bar suspension only.
- B. Sway bars allowed.
- C. Rear wheel travel limit: 14 inches.
- D. Rear axle may not rotate separately of the axle housing mounts.

5. SUSPENSION

- A. All four corners must be a coil over suspension.
- B. Sway bars allowed.
- C. Front suspension, the "A" arm must be constructed symmetrical about the centerline.
- D. Front wheel travel limit: 12 inches.

6. FENDERS

- A. Tires must retract into fender wells.

7. WEIGHT OF TRUCK

- A. All trucks using individual runner intake manifolds must weigh a minimum of 2,800 pounds including driver and equipment.
- B. All trucks not using individual runner intake manifolds, including those using plenums or balance pipes, must weigh a minimum weight of 2,875 pounds.
- C. All chassis must be constructed with a 45% front weight ratio.
- D. All trucks must meet minimum weight and front percentage both pre and post race.

- E. Weight is subject to change in the interest of competition.
- F. All Fords running the short deck block using individual runner manifolds must weigh a minimum of 2,750 pounds. All short deck Fords using a plenum or balance pipes must weigh a minimum of 2,800 pounds.

8. HOODS

- A. Hood must be locked down with five positive pin fasteners equipped with clip cables. Three must be evenly spaced across the front of the hood and two placed in the rear corners of the hood.

9. WHEEL AND TIRES

Refer to COMBINED CLASS RULES (CCR), paragraph 7.

- A. Tire must be D.O.T. approved.
- B. Tires must be produced in quantity each year and available for sale to the general public through normal dealer distribution.
- C. Maximum tire size will be 32" X 11.50" as indicated on tire. Metric tires may be used so long as they do not exceed the maximum tire size indicated above.
- D. Tires will not be allowed if circumference exceeds 101".
- E. Tires will be measured without load of vehicle.
- F. Tires will be measured from their widest and highest point, inflated to 35 PSI, mounted on a standard 8 inch wheel.
- G. No inner liner allowed.
- H. All bead lock rings must have recessed bolts.

10. ENGINE BLOCK

- A. Four cylinders only.
- B. Maximum displacement:
 - 1. Two valves per cylinder - 2700cc (164.7ci).
 - 2. More than two valves per cylinder - 2500cc (152.5ci).
- C. Engine block must be of the same material as delivered by manufacturer and available for sale in the U.S.A.
- D. Engine must be of the same type as installed or optioned by the original manufacturer for stated series of race truck.
- E. TORC Series Technical Director must approve all manufacturer engine blocks.
- F. Centerline of crankshaft cannot be less than eight inches above the lowest part of the frame rail, as measured from the front of the engine.
- G. Engine must remain in front of truck, no rear engine trucks will be allowed.
- H. Mandatory that the engine block and head be positioned between frame rails as viewed from the top.
- I. Magnetic steel crankshaft only.
- J. Blocks may not be modified by addition of material.
- K. TORC Series pre-approved engine blocks:
 - 1. Ford SVO tall block number M6011B230
 - 2. GM number 10093306
- L. Motors other than those listed may be used once they are approved by TORC Series.

11. ENGINE OILING SYSTEMS

- A. Dry oil sumps are allowed.

12. ENGINE HEADS

- A. TORC Series Technical Director must approve all engine heads.
- B. Aluminum heads are permitted.
- C. TORC Series Technical Director pre-approved heads original castings only

1. Chevrolet/GM/Pontiac/Brodix Section number-10049801.
 2. Ford SVO Section numbers: Any cast iron head
 - a. M6049A230
 - b. M6049A230A/C
 3. Toyota part numbers: a. 11101-79106 and 11101-79266
 4. Nissan part numbers: a. 11040-40F11 and 1104053F01
- D. Valve angle cannot be changed from stock location.
E. No welding or material added except for repairs without TORC Series technical approval
F. Valve location cannot be changed.
G. Spark plug location cannot be changed.
H. Modification to combustion chamber allowed.
I. Cam location and mounting cannot be changed.
J. Tech must have each approved head in inventory before said head can be used in competition.
K. Other heads may be available after they have been approved and are in inventory.

13. CARBURETOR

- A. All trucks will run a maximum of two Weber side draft or down draft carburetors.
- B. All trucks using individual runner intake manifolds will have a maximum carburetor choke size of 42mm.
- C. All trucks using anything other than individual runner intake manifolds, such as plenums or balance pipes, will have a maximum carburetor choke size of 40mm.
- D. Choke size may be adjusted in the interest of competition.
- E. No modifications to throttle shaft, throttle plate or Venturi.
- F. No fuel injection, turbo or superchargers.

14. IGNITION SYSTEMS

- A. Only the Electromotive HPVI, HPXI, MSD 6214, 6211 or distributor ignition will be allowed.

15. ENGINE COOLING SYSTEM

- A. One radiator of any size may be used.
- B. Radiator must remain in front of engine.

16. TRANSMISSION

- A. Maximum five forward speeds manual.
- B. Automatic transmissions limited to four forward speeds and must operate through a conventional torque converter.
- C. Manual shifting of all transmissions is mandatory, unless other method need be employed for handicap condition of driver. TORC Series Technical Director must approve all non-manual shifting procedures.
- D. Manual transmissions must have neutral between each gear. Shifting must pass through neutral each time a gear is advanced or decreased. Sequential shifting is illegal.
- E. Remote accessory drives are not allowed.

17. CLUTCH

- A. Maximum of three disk clutches may be used.

18. DRIVER POSITION

- A. Left side. No mid or right side driver position will be allowed.

19. FUEL CELL

- A. Fuel cell must be located behind truck cab.

20. SHOCKS AND BUMP STOPS

- A. Maximum of two shocks per corner.
- B. One spring stack per corner, maximum of two springs on one shock.
- C. External bypass allowed on one shock per corner.
- D. Determination of air shock usage will be done in the following manner: Truck will be presented to TORC Series Technical, on level ground, at existing ride height. Truck height will be measured from a given point on the chassis, all canisters will be purged of air, and nitrogen or other charged support. If truck droops more than 1 ½ inches, the truck will be illegal.
- E. Bump stops may only be attached to the chassis of the truck. They cannot be attached to any moving suspension parts.
- F. Bump stops will be allowed on front and rear of the truck. Bump stops will only be legal if they absorb the last 3 inches of upward compression.

21. RIDE HEIGHT OF TRUCK

- A. 10 inches measured as vehicle drives over 10 inch ride height blocks.
- B. Truck may be measured before and after competition.
- C. Trucks will be measured with all tires inflated to 20 PSI pressure in outer tire.

22. RADIOS

Frequency must be registered with TORC Series. All PRO trucks must be equipped with a two-radio and a spotter. Refer to COMBINED CLASS RULES (CCR), paragraph 36.

ALL CCR APPLY AS SET FORTH IN THIS TORC SERIES RULEBOOK.

TORC SERIES

COMPETITION RULES FOR

PRO LIGHT 2 WHEEL DRIVE TRUCK NON-STANDARDIZED

DEFINED AS- A custom built or manufactured light duty two-wheel drive pickup truck built prior to 2001. Trucks must have raced in CORR, SODA or similar off-road racing series. All trucks must meet TORC Series Technical Approval.

All PRO Light Class, Safety, and Competition Rules apply **except** as follows:

All bodies must be 10 years old or newer. Must be built on an OEM frame as delivered from original manufacturer.

All mountings and locations must be stock unless stated:

- A. Upper and lower "A" arms maybe fabricated retaining stock design concept, upper "A" arm mounts are open. Lower "A" arm mount must remain in stock location.
- B. Any springs and ball joints.
- C. Front springs cannot be moved from original location.
- E. Tracking width 74 inches.
- F. Front spindles may be fabricated, retaining stock design, concept and dimension.
- G. Secondary suspension not allowed.
- H. Axle housing may not rotate separately of the axle housing mounts.

1997 & EARLIER FORD SUSPENSION

Allowed:

- A. Front coil over shocks.
- B. I-beam modifications.
- C. I-Beam pivot points are open.
- D. Frame may be raised above rear axle 6 inches vertically and 10 inches horizontally.
- E. Rear Suspension may be leaf spring or four bar coil over.

ALL CCR APPLY AS SET FORTH IN THIS TORC SERIES RULEBOOK.

TORC SERIES COMPETITION RULES FOR PRO SUPER BUGGY

DEFINED AS- A 4 wheeled vehicle utilizing many different engine combinations with unlimited suspension chassis designs. Engines are limited to c.c. limits from 1650 to 1915 depending on design and manufacturer. Race Number 1-99 Series. Class rules supersede CCR.

1. ENGINE/TRANSMISSION

Allowed:

- A. Any automotive engine with production of 5,000 or more and available to the public in the United States.
- B. Maximum of 4 valves per cylinder. Mo more than 4 cylinders.
- C. Air cooled, 1915 cc maximum.
- D. 2 valves per cylinder, 1715 cc maximum, water cooled.
- E. 3 or more valves per cylinder, 1650 cc maximum, water cooled.

F. Other than what is stated in “Combined Class Rules” item #28, the transmission is open.

Not Allowed:

- A. Rotary engines.

2. CARBURETOR

Allowed:

- A. One carburetor for water-cooled. 2 carburetors for air-cooled.
- B. Maximum of two ventures per carburetor.
- C. Maximum venture size:
42 MM for two valve engines.
29 MM for four valve engines 1600 CC and smaller.
28 MM for four valve engines 1601 CC to 1650 CC.

3. WEIGHT/WHEELBASE

- A. Minimum weight with driver is 1,580 pounds at race end. Cleaning of vehicle may be required.
- B. CCR Weight of Vehicle applies.
- C. Wheelbase minimum 95 inches.

4. WHEELS AND TIRES

- D.O.T. tires only which are available to the general public.
Refer to COMBINED CLASS RULES (CCR), paragraph 7.

5. ROOF

Required:

- A. .075 Aluminum or sixteen gauge steel sheeting.
- B. Opening roof must have a heavy-duty hinge with a secure latching system.
- C. Positive latching system must be TORC Series approved.

6. RADIOS

Frequency must be registered with TORC Series.

Refer to COMBINED CLASS RULES (CCR), paragraph 36.

ALL CCR APPLY AS SET FORTH IN THIS TORC SERIES RULEBOOK.

TORC SERIES

COMPETITION RULES FOR

SRT LIMITED 4X4 TRUCK

DEFINED AS- Vehicles built or manufactured as a four wheel driven type pickup or SUV, capable of being driven through the front wheels. Vehicle must be a standard manufacturer production model available to the general public in the United States, produced in amounts of a minimum of 5,000. Manufacturer body styles and engines must all be from the same manufacturer (see section 12 #11). Limited 4x4 is considered a spec division regulated by the following rules as well as all CCR and Safety Rules. Division rules supersede CCR.

1. *SUSPENSION*

- A. All suspension components must be built to the TORC Series spec design. (See attached)
- B. No limits or restrictions on ball joints, spring rate capacities or pivot point bushings.
- C. Front wheel maximum wheel travel limit is 14 inches.
- D. Rear wheel maximum wheel travel limit is 16 inches.
- E. All four corners must be coil over suspension.
- F. Sway bars are allowed.

2. *CHASSIS*

- A. All frames must be built to the TORC Series spec design. (See Attached)
- B. Wheelbase of 113 inches, + or – one inch.
- C. Maximum track width is 86 inches, outside of tire to outside of tire at the widest point.
- D. Truck tracking width will be measured with all tires inflated to 20 PSI.

3. *TRUCK BODY*

- A. All fender and box side mounts must be a looped design.
- B. Roofline, rocker panels, and the top of the box sides must be parallel to the horizontal frame members.

4. *FENDERS*

- A. Fenders may be flared to outside of the tire.

5. *TRUCK WEIGHT*

- A. Minimum vehicle weight is 3,600 pounds with driver.
- B. Weight is subject to change in interest of competition.

6. *ENGINE BLOCK*

- A. All engines must use an OEM design cast iron block.
- B. Block must be available to the general public and had been made in quantities of at least 1,000.
- C. Dry sumps are allowed.
- D. Oil pan must have a ¾ inch inspection hole.
- E. Maximum engine setback is 40 inches measured from the bottom of the back of the block to the center line of the front upper A arm rear mount.

7. *CARBURETOR and INTAKE MANIFOLD*

- A. Engines must use a single four (4) barrel carburetor. The maximum height limit is 7 1/4 inches from the valve galley rail to base of carburetor. Spacer may have four (4) holes or open plenum. No other devices may be used to increase or redirect air flow.
- B. No modifications to the intake manifolds are allowed. Must be used as produced by the manufacturer.

List of approved intakes are as follows; GM –Brodix # HV1000

Ford- Edelbrock #2981, 2980 or #2921

Mopar- Edelbrock #2915

C. No tubos, super chargers or Nitrous oxide.

8. FUEL INJECTION

A. Fuel injection is not allowed.

9. DRIVE PARTS

A. Engine to transmission adapter plate can be a maximum of ½ inch thick.

B. Auxiliary under drive and overdrive units are not permitted unless specified by TORC Series.

C. Motor crankshaft must be connected to transmission input shaft via a vane type torque converter.

D. Must be in stock order, engine, transmission, transfer case, differential via a drive shaft, engine must be in front of truck.

E. American Axle 9.25 inch “open” front differential must be used and have a 1 1/2 inch inspection bung. GM, 1999 to 2006 ¾ ton truck inner and outer front CV joints must be used.

F. The rear differential must be spool type only and approved by TORC Series Technical Director.

G. Rear differential must have a minimum of 1 ½ inch inspection bung placed in such a manner that TORC Series Tech can see and identify spool.

H. Any transfer case can be used.

I. Independent rear suspension is not allowed.

J. Rear axle may not rotate separately of the axle housing mounts.

K. No additional parts can be used in the drive line to increase performance in any way.

10. TRANSMISSION

A. GM Turbo 400 only. Must operate through a conventional torque converter.

B. Manual shifting of all transmissions is mandatory, unless other method need be employed for handicap condition of driver. TORC Series technical director must approve all non-manual shifting procedures.

11. ENGINE

A. TORC Series spec. engine package.

1. 364 cubic inch maximum displacement.

2. No titanium or composite materials allowed other than the valve spring retainers.

3. Only TORC Series spec. Brodix heads are allowed. Serial numbers must remain intact.

Part numbers are: Chevrolet # SP-CH-WSORR

Ford # SP-FO-WSORR

Mopar # SP-MO-WSORR

4. No grinding, polishing or altering of any kind. The only alteration allowed to heads is for push rod clearance and to install shaft rocker systems. No use of any substance that may change or alter the shape or size of ports or combustion chambers is allowed.

5. Valve guides must remain in original angle and spacing as manufactured. Valve guides may not be tapered, thinned or shortened in any way. The maximum valve size is 2.080 intake and 1.600 exhaust. Valve angles are to remain as manufactured within 1 degree. The original seat center locations as provided by the manufacturer may not be altered. Minimum valve stem diameter is 11/32 inch.

6. Minimum combustion chamber size to be 62cc volume. Heads may not be angle-milled more than 1 degree.

7. Flat top pistons only.

8. Lifter bore size must be stock.

9. No welding or material added to the block or heads allowed. Heads may only be repaired by Brodix, Inc.

10. Teams wanting to use a body not brand specific with the above motor packages may do so with written permission from the body design manufacturer. Valve covers must have generic logo or a logo the same as the body. Example; Toyota body, Ford/Brodix engine package with Toyota decal on the valve covers would be allowed with permission from Toyota.

B. E85 ethanol fuels will be allowed as sold to the general public. No additives are allowed. See Combined Class Rules for all fuel rules.

12. TIRES

Refer to COMBINED CLASS RULES (CCR), paragraph 7.

- A. Maximum tire size of 33 x 12.50 or metric equivalent. Size and compound must conform to industry standards. A tire with an extreme variation of a durometer reading when compared to others being used will not be allowed.
- B. Only D.O.T. tires are allowed. See CCR 7.
- C. Inner liners are not allowed.
- D. Minimum air pressure on the starting line must be 13 PSI.
- E. Equipment used to adjust air pressure during the race is not allowed.

13. WHEELS

- A. Maximum wheel size is 10"x 15", 10"x 16" or 9"x17"
- B. Minimum backspacing for all wheels will be 3 3/4".
- C. All wheels must be in excellent condition free from cracks and defects that could cause wheel failure.
- D. All bead lock rings must have recessed bolts only

14. Ignitions

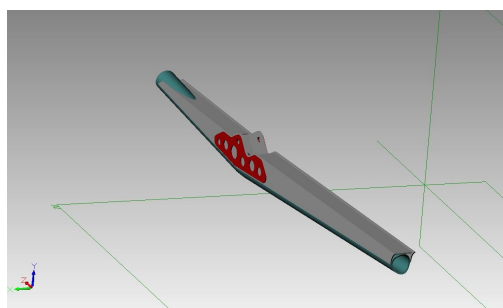
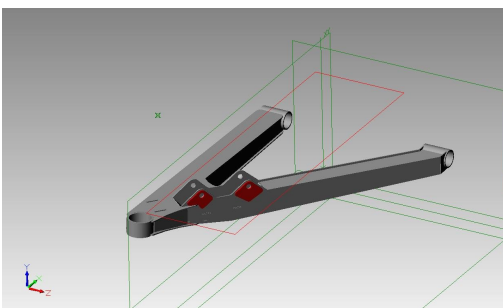
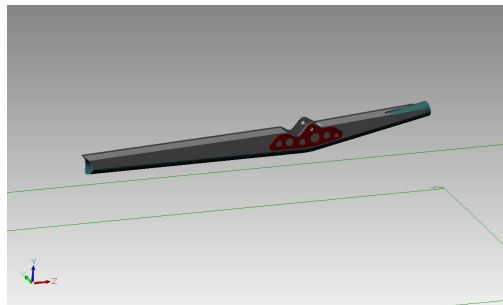
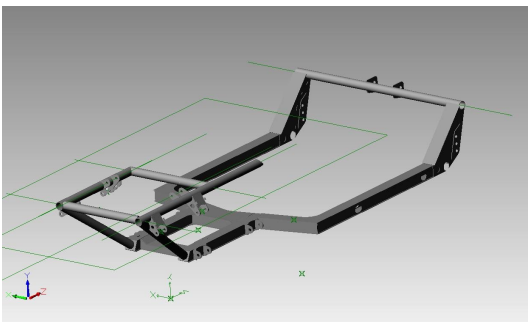
- A. MSD ignition box must be used using a 7,800 RPM chip. All wiring must be exposed.

ALL CCR APPLY AS SET FORTH IN THE TORC SERIES RULEBOOK.

Chassis specifications

All bare chassis must be supplied by TORC Series or its supplier. All trucks will be thoroughly inspected, numbered and tagged before they will be allowed to compete. This chassis is not to be considered a finished product. Teams are responsible to add material for their individual safety and durability needs and to meet or exceed all TORC Series rules. The basic chassis (as seen below) including the frame, front suspension arms and spindle upright as well as the rear suspension arms can be reinforced but the basic design can not be altered in any way. All of these parts must come from TORC Series or its supplier.

TORC Series is working closely with many suppliers to get you the best pricing available for this project. All savings will be passed along directly to our race teams. No profit will be realized by TORC Series pertaining to the building or maintenance of these trucks.



TORC SERIES

COMPETITION RULES FOR

SRT LIMITED 2WD TRUCK

DEFINED AS- A 2 wheel drive pickup or sport utility vehicle built on an OEM or tubular frame. Vehicle engine and body must be from same manufacturer. Race Number 200-299 Series. Class rules supersede ACCR.

1. CHASSIS

- A. All tubular frame chassis trucks are allowed. Any newly constructed chassis wanting the option of moving up to PRO 2WD must be built under TORC Series Spec. Chassis rules. All trucks must be left side steer only.
- B. 10 lbs. per cubic inch, minimum weight 3,600 lbs., must make weight and front percentage both pre and post race.
- C. Minimum front axle weight is 48% of total weight.
- D. Wheel travel maximum, 18 inches front, 20 inches rear.
- E. Maximum track width 93 inches.
- F. Minimum ride height is 10 inches.
- G. 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.
- H. Straight rear end, no IRS.
- I. Body must be stock production size and appearance.
- J. Body must be 15 years or newer.
- K. Stock grille or aftermarket exact duplicate.
- L. Headlight openings must be covered.
- M. Spool type differential only, no limited slip.

2. CARBURETOR

Truck may have one four barrel carburetor, Holly, Series 4150HP only. Intake manifold must be available through regular retail sources available to the general public.

3. ENGINE BLOCK- Motors other than those listed may be used once approved by TORC Series Tech.

- A. Maximum: 410 cubic inch.
- B. Cast iron block only, OEM design and material.
- C. No titanium or composite materials allowed.
- D. No aluminum rods allowed.

4. CAST IRON HEADS- TORC Series Approved Cast Iron Heads, Only.

- A. Chevy "bow tie" heads-intake port size 1.240 width, 2.0140 height, and exhaust port size 1.365 width, 1.300 height. No turbo heads.
- B. World Products Sportsman Part No. 1115, Casting No. 1-037. Intake port size 1.235 width, 2.035 height, exhaust port size 1.425 width, 1.345 height. Early Sportsman: intake 1.235 width, 2.010 height, exhaust 1.420 width, 1.500 height.
- C. Chrysler W-2 heads only. Intake port size 1.350 width, 2.250 height, and exhaust port size 1.450 width, 1.440 height.
- D. Ford S.V.O. cast iron head, part No.'s M-6049-E-351 and M-6049-N351. Intake port size 1.18 width, 2.03 height, exhaust port size 1.50 width, 1.33 height.
- E. Match porting by removal of material allowed within the last ¼" of the port opening.
- F. No polishing, porting or material added.
- G. Polishing of combustion chamber allowed.. Competition valve job permitted with the bottom cut not to exceed ¾ inch below actual valve seat Ford and Chrysler only. 1 inch below actual valve seat on the

SRT Super Truck head and 1 ¼ inch on the bow tie heads. Any cut over 60 degrees must be cut with cutter not by a stone.

Cut must be concentric with valve guide.

5. *ALUMINUM SPEC HEADS*-Only TORC Series approved Brodix heads allowed.

Part numbers allowed are:

1. Chevrolet – SPCH WISSOTA 2. Ford – SPFO WISSOTA 3. Mopar – SPMO WISSOTA

B. No removing, relocating, grinding, polishing or defacing of any letter or number cast into the cylinder head.

C. Valve guides must remain in original angle and spacing as manufactured. Valve guides may not be tapered, thinned or shortened in any way.

D. No welding or adding material allowed.

E. Removal of material is only allowed as listed below:

1. Combustion chamber may be ground for clearance and polished.

2. Intake port – Intake bowl may be blended and polished from the valve seats to the edge of the letter C in the word “SPEC” on the roof and floor of the intake port. The side of the intake may be blended and polished from the valve seat to the same point as the roof and floor. No grinding or polishing along the sidewalls where the spec logo is cast.

3. Exhaust Port – Exhaust seat may be blended into the exhaust bowl and port may be polished as long as the word “SPEC” in the roof of the exhaust port is not touched and the exhaust port exit at the header flange remains in the original as cast location, size and shape.

4. May machine for push rod clearance.

F. No grinding or polishing of any kind other than stated above.

6. *DRIVE TRAIN PARTS*

A. Engine to transmission adapter plate can be a maximum of ½ inch thick.

B. Motor crankshaft must be connected to transmission input shaft via a conventional clutch assembly or vane type torque converter.

C. Must be in stock order, engine, transmission, and differential via a drive shaft.

D. Rear differential must be spool type only, and approved by TORC Series technical director.

E. Rear differential must have a minimum of one inspection hole 1 ½ inch diameter located in such a manner that TORC Series tech can see and identify spool. If inspection hole does not exist, crew chief will remove differential for TORC Series technical inspection.

F. Independent rear suspension not allowed.

7. *TRANSMISSION*

A. Auxiliary under drive and overdrive units are permitted.

B. Automatic transmissions must operate through a conventional torque converter.

C. Manual shifting of all transmissions is mandatory, unless other method need be employed for handicap condition of driver. TORC Series technical director must approve all non-manual shifting procedures.

D. Auxiliary under drive or over drive units may be shifted electronically, but only by manually operated switch.

8. *TIRES & WHEELS*

Refer to COMBINED CLASS RULES (CCR), paragraph 7.

A. D.O.T. tires only, available to the general public. No inner liners allowed.

B. Maximum size 35 x 12.50 or the approximate metric equivalent. Tire must be 35 inches or less at end of race at 30 PSI.

C. Maximum wheel size is 10”x 15”, 10” x 16” or 9” x 17”.

D. Minimum backspacing for all wheels will be 3 ¾”.

E. All wheels must be in excellent condition free from cracks and defects that could cause wheel failure.

9. *RADIOS*-Frequency must be registered with TORC Series. Refer to CCR, paragraph 36.

ALL CCR APPLY AS SET FORTH IN THIS TORC SERIES RULEBOOK.

TORC SERIES

COMPETITION RULES FOR

SRT STOCK TRUCK

Defined As- A two-wheel drive standard size pickup. The truck must be of stock production that has been produced in quantities of at least 5,000 for a one year period and available for purchase by the general public in the USA. This is a production class and must maintain the engine, body and frame combination for a specified production year. All components must remain stock unless modifications are allowed by this rulebook. Race Number 800-899 Series. Class rules supersede CCR.

Vehicle must be 15 years old or newer. All trucks older than 15 years will be “grandfathered” as long as it is raced at least once each season and is kept in good condition. All new built trucks must be no older than 15 years. It is the responsibility of the driver to carry a factory shop manual that matches the race vehicle.

1. *WEIGHT*

Minimum 4,150 lbs. at race end with driver.

2. *FRONT AND REAR SUSPENSION*

Required:

- A. Stock suspension parts and locations must be maintained as delivered.
- B. Track width must be in stock. Measurement will be determined from the factory manual.
- C. Pivot points must remain stock and in stock locations.
- D. Travel limit in the front and rear -12 inches measured metal stop to metal stop with out anything in between.

Allowed:

- A. Stock spindles or replacement spindles with 3/4 or 1-ton components only.
- B. Stock lower a-arm. Any manufacture upper A-Arm.
- C. Any manufactured ball joint.
- D. Steel springs of any rating, any manufacture. Stock length only.
- E. Replacing all/any rubber mounts with poly or other material.
- F. Two single point anti-wrap up bars attached on the differential.
- G. Stock sway bars only.
- H. Using of larger stud or bolts.
- I. Rubber/poly bump stops.
- J. Reinforcing of parts with additional material but no modifications to the part.

Not Allowed:

- A. Quarter elliptical springs.
- B. Shackles lengthen or moved from stock locations.
- C. Composite and/or fiberglass springs.
- D. Air bump shocks/stops.

3. *SHOCKS*

Allowed:

- A. Any number of two inch shocks can be used.
- B. Floating pistons and remote reservoirs.
- C. Shocks larger than 2 inch may be used but limited to a total of one shock per wheel. If a shock larger than 2 inch is used no other shock is allowed on that corner.

Not Allowed:

- A. Custom made shocks. All shocks must be available from normal retail sources.
- B. Shocks larger than 3 inch.
- C. External bypass shocks.
- D. Shocks may not protrude through the hood or fenders.
- G. Remote or cantilever shocks.
- H. Air shocks.

4. STEERING

Allowed:

- A. Only stock steering box as original from the particular chassis. Internal modifications allowed.
- B. Tie rods, tie rod ends, and any ball and socket type. All other steering must remain stock but can be reinforced.
- C. Any steering wheel but must remain within three inches of the stock location fore and aft.
- D. Stock steering pump internal modifications.
- E. Steering pump and reservoir of any manufacturer but must be belt driven.
- F. Steering Quickners.
- G. Chassis that originally have rack and pinion steering may use an aftermarket rack mounted in the approximate stock location. Must have TORC Series Tech approval.

Not Allowed:

- A. Changing of the original concept or location.

5. BRAKES

Stock brake equipment only. No anti-lock systems, electrical or mechanical.

Allowed:

- A. Any brake pads or brake shoe material.
- B. Any master cylinder or wheel cylinders as long as it bolts in place of the stock one.
- C. Any proportioning valve.
- D. Braided lines.
- E. Rear disc brakes, steel rotors and calipers only.

Not Allowed:

- A. Steering brakes.

6. IGNITION SYSTEMS

Allowed:

- A. Stock type single point or HEI ignition system.
- B. Spark must be activated through the distributor.
- C. Any control box.
- D. Any coil.
- E. OEM or direct replacement alternator only.

Not Allowed:

- A. Magnetos, direct fire and coil ignition systems.

7. HEADLIGHTS

Required:

- A. Head light openings must be covered with flat material.
- B. No glass allowed.

8. FUEL CELLS

MANDATORY- CCR APPLIES

Cutting of the box floor to place the fuel cell allowed. Removal of cross member is allowed.

9. ENGINE

"Stock" means the part or assembly in its "as cast" configuration as delivered and used on U.S. model without modifications. All casting and/or part numbers must be visible.

Allowed:

- A. Engine must be in stock location on stock mounts for a V-8.
- B. One engine movement limiter-cable, chain etc.
- C. Strengthening of the motor mount brackets by additional material only.
- D. Motors other than those listed may be used once approved by TORC Series Tech.

Not Allowed:

- A. Any modification not specifically listed.
- B. Mounting plates.

10. BLOCK AND CRANKSHAFT

Approved standard OEM, as cast iron production block. Blocks approved by TORC Series are: GM 350, Mopar 360 and Ford 351 Windsor. **Stock cast or forged steel crankshaft or OEM aftermarket replacement only., rod journal grind is open by all the following engine rules must be adhered to.**

Required:

- A. 3/4 inch inspection hole in the side of the oil pan, in line with crankshaft journal and crankshaft casting number.
- B. Stock block height within .020 of specification.
- C. Maximum 370 cubic inches.
- D. Engines must be able to be sealed once they are pumped. One head bolt, one intake manifold bolt, one oil pan bolt on each side of the oil pan must be drilled to allow sealing.

Allowed:

- A. Blue printing and balancing.
- B. Using studs rather than bolts.
- C. Windage trays.
- D. High volume or pressure oil pump.
- E. Auxiliary engine oil cooler.
- F. Fan for oil cooler.
- G. Remote oil filters.
- H. Harmonic balancer open, any manufacturer.

Not Allowed:

- A. Any kind of modification specification not listed above.
- B. Crankshafts that have been knife edged or lightened.
- C. No dry sumps.

11. CYLINDER HEADS AND VALVES

- A. Standard production, as cast, iron heads that matches the block with the casting numbers clearly visible.
- B. GM may use any OEM production head with a maximum intake valve diameter of 1.94, maximum exhaust valve diameter of 1.60. No angle plug or bowtie heads allowed.
- C. Chrysler may use any OEM production head including the magnum head part # P5007086. W-2 heads not allowed. Maximum intake valve diameter of 1.88, maximum exhaust valve diameter of 1.60.
- D. Ford may use any OEM production head, GT40, GT40P or World Products Roush 180 part No. 5303, Maximum intake valve diameter of 1.94, and maximum exhaust valve diameter of 1.60.

Allowed:

- A. After market valve springs provided the stock outside dimension is retained.
- B. Three angle valve jobs.

- C. Single 45 degree cut on the valve face.
- D. Valve guide material unlimited.
- E. Stainless steel valves.
- F. Screw in studs and guide plates.
- G. One breather per valve cover.
- H. Machining of head to accommodate valve size listed above.

Not Allowed:

- A. Any modifications of the cylinder head not specifically listed above.
- B. Angle milling/cutting of the block or cylinder heads.
- C. Bowl cutting.
- D. Titanium or composite valves.

12. PISTONS AND CONNECTING RODS

Allowed:

- A. Flat top or dished, stock or OEM replacement piston only. Cast or forged pistons.
- B. Steel rods with stock dimensions only: gm-5.791, Mopar-6.123, And Ford-5954.
- C. Removal of casting flash from connecting rod, shot peen of connecting rod.

Not Allowed:

- A. Any modifications not specifically listed above.
- B. Titanium, stainless, aluminum, H beam etc rods.
- C. No domed or notched pistons.
- D. Piston must remain at or below deck height at TDC.

13. 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:

- A. Other cam grind specifications are unrestricted.
- B. Full roller rockers, stud mount only.
- C. After market direct replacement timing chain and gears.

Not Allowed:

- A. Any modifications not specifically listed above.
- B. Roller mushroom type lifers.
- C. Gear or belt drive.
- D. Shaft type rocker unless OEM.

14. INTAKE MANIFOLD

Allowed:

- A. As cast-Edelbrock intake: part number, GM 5001 or 2716, Mopar 5076, Ford 5081.
- B. Match porting by the removal of material only, within the last ½ inch of the runner only.
- C. Addition of return water port in rear of intake manifold allowed, but must be approved by TORC Series Tech.
- D. Machining of intake to match Vortec head.
- E. Standard design gaskets only.
- F. Drilling of head to install intake allowed, must be approved by TORC Series Tech.

Not Allowed:

- A. Any other modification not specifically listed above.
- B. No devices between the carburetor and the intake manifold, designed to increase or redirect airflow will be allowed.

15. EXHAUST

Allowed:

A. Stock, as cast, exhaust manifolds or down and under headers with a maximum tube size of 1.750 inches.

Not Allowed:

- A. Headers without collectors.
- B. Custom built headers.
- C. Exhaust system running through the driver's compartment.

16. BREATHERS AND AIR FILTERS

Allowed:

- A. Air filters and breathers of any material or size.
- B. Must fit under stock hood without modification to the hood.

17. RADIATOR

Allowed:

- A. Only one radiator.
- B. Can be mounted in any location.
- C. OEM or direct replacement water pump only.
- D. Auxiliary water tanks used for cooling of no more than 5 gallons.

18. CARBURETOR

Required:

A. One two-barrel model number 0-4412 and one combination restrictor plate/spacer assembly with two 1.375 bores. Must be used with standard size gaskets only. This unit is available though TORC Series tech only!

B. Fuel pump- mechanical only in the stock location

Allowed:

A. Removal of choke plate.

Not Allowed:

- A. Any modification in/to the throttle bore.
- B. Any modification to the TORC Series restrictor plate.

19. TRANSMISSION/DRIVESHAFTS

Required:

Three speed automatic transmission only. Transmission must be from same engine manufacturer.

Allowed:

- A. Any internal modification.
- B. Any gears.
- C. Any conventional vane type converter non- electrical.
- D. Transmission cooler may be mounted in any safe location.**

E. CCR APPLIES; One 360 degree solid steel bracket, no less than 2 inches wide and ¼ inch thick, must be placed around each drive shaft.

20. DIFFERENTIAL

Allowed:

- A. Any automotive or light truck production housing and third member for rear axle assembly.
- B. Any gear ratio.

- C. Any axles.
- D. After market floater rear axles.
- E. Spool type differential only allowed.

Not Allowed:

- A. Knock off hubs.
- B. Quick-change rear ends.
- C. Aluminum housings.
- D. No limited slip differential.

21. SEATS

Any manufacturer allowed. Must stay in approximate factory stock locations.

22. INTERIOR

Required:

Removal of all upholstery, upholstery panels, headliners, carpets, plastic interior parts.

Allowed:

- A. Dash optional.
- B. The pedal assemblies must remain in the approximate stock location.

Not Allowed:

- A. Modifications of the interior panels except for installation of the interior cage construction.

23. DOORS

Required:

Three horizontal bars of properly sized tubing, tied to the cage on each side.

Allowed:

- A. Stock location ---non-operating, securely mounted!
- B. Removal of the window, window regulator hardware parts/pieces.
- C. OEM or exact duplicate outer panel of any material allowed.
- D. If anything other than steel panels are used the plating of the left door bars will be required. .075 aluminum or [16] gauge steel must be used.

24. FIREWALL

Allowed:

- A. Must remain stock.
- B. Repair of rust with equal thickness metal.
- C. The only modifications allowed will be for the proper installation of the cage construction.

Not Allowed:

- A. Any alterations.

25. FLOOR BOARDS

Required:

Must remain stock.

Allowed:

- A. Repair of rust with equal thickness metal.

Not Allowed:

- A. Any modifications or alterations.

26. CHASSIS

Required:

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

Allowed:

- A. Strengthening of chassis and frame by adding material.
- B. Stock wheel base -plus or minus one inch.
- C. Shortening of long wheelbase frame to match short wheelbase specs allowed. Must have TORC Series Tech approval.

Not Allowed:

A. Removal of any cross members or any other materials.

27. BODY

Updating and pre-dating will be allowed where stock fitment is allowed but limited to body components that can be bolted on to change the model year's appearance-i.e. 95 front clip on an 84 Chevrolet cab. It is the owner and drivers responsibility to have a specifications and option list for vehicle!

Required:

- A. Stock mounts in original positions.
- B. Original size, shape, configuration and appearance.
- C. Stock grill assembly and/or after-market exact duplicate for the body/chassis year.
- D. Hood pins.
- E. Doors, hoods and fenders must be in the factory original stock location.
- F. Complete removal of the hood latches.
- G. Heater core hoses must be disconnected.

Allowed:

- A. Stock mounts may be replaced with any material.
- B. Outer box sides may be bolted to the inner bed panels.
- C. Removal of the heater, air conditioning system, windshield wiper motor and linkage along with any excess wiring.
- D. Removal of the tailgate.
- E. General body bracing by additional material.

Not Allowed:

- A. Windshields.
- B. Shocks, radiators, transmission coolers, air filters and scopes protruding through the hood.
- C. Excessive trimming or material removal not allowed on any body component.

28. FENDERS

Allowed:

- A. Enlargement of wheel openings for tire clearance with 3 inch cut out and 2 inch flare.
- B. Use of hoop for mounting fenders and radiator.
- C. Outer box sides may be of any material but must be the exact duplicate of the OEM panels.
- D. Inner box is optional.
- E. Front fenders may be of any material but must be the exact duplicate of the OEM panel.
- F. Inner front fender reinforcement may be removed.
- G. Outer parts only.

29. HOOD

Any material outer panel allowed but must be exact duplicate of OEM panel.

30. TIRES AND WHEELS

Allowed:

- A. Maximum tire size of 33 x 12.50 or approximate metric equivalent. Tire must be 33 inches or less at the end of race with 30 pounds of air pressure.
- B. D.O.T. only, available to the general public.
- C. Wheel maximum width is 8 ½ inches.
- D. Any steel wheel or one piece cast aluminum wheel.
- E. Maximum wheel size is 16 inches.
- F. Bead lock wheels.

Not Allowed:

- A. Bead liners and inner liners.
- B. Spun aluminum or magnesium.
- C. Three piece wheels.

31. RADIOS

Frequency must be registered with TORC Series.

Refer to COMBINED CLASS RULES (CCR), paragraph 36.

ALL CCR APPLY AS SET FORTH IN THIS TORC SERIES RULEBOOK.

TORC SERIES

COMPETITION RULES FOR

SRT 1600 BUGGY

DEFINED AS- A limited 4-wheel vehicle utilizing a type-1, 1600 CC Volkswagen air-cooled engine with one person in the vehicle. Race Number 300-399 Series. Class rules supersede CCR.

Note: In an effort to unify the rules in this class, either single or dual port heads may be used in 2009. Dual port engines will be using the 2008 Western short course rules including the 21.5mm restrictor plate and the EMPI 981293B adapter plate. Single port engines will use the following 2008 Midwest short course rules but will not use a restrictor plate. Testing will be on-going and if a significant performance advantage is found, rule adjustments will be made.

1. FRONT SUSPENSION

Allowed:

- A. Type "1" Volkswagen suspension only. Stock beam width 34 3/16 inches only.
- B. Any reinforced stock or custom manufactured parts as long as stock dimensions and measurements are maintained.
- C. Reinforcement of stock components.
- D. Front axle torsion tubes may be cut, rotated, torsion adjusters installed and re-welded.
- E. Ball joint or kingpins.
- F. Any manufacture tie rods and tie rod ends.
- G. Stock towers may be strengthened, replaced, extended, but must be attached to the front beam.
- H. Trailing arms can be reinforced or replaced with after market arms. Stock dimension must be maintained.
- I. Lower shock mounting stud may be relocated and/or enlarged.
- J. Spindles may be reinforced or replaced.
- K. Any manufacture's torsion bars allowed.
- L. Sway bars can be removed.
- M. Maximum front track width from wheel mounting surface to wheel mounting surface at ride height will be 56 inches.

Not Allowed:

- A. Any type of secondary suspension.
- B. Aluminum front axle beams.

2. REAR SUSPENSION

Allowed:

- A. Volkswagen type 1 IRS or swing axle only. The rear track width with drum brakes must not exceed 51 inches from backing plate flange to backing plate flange, while at ride height. If disk brakes are used, track width will not exceed 58.75 inches measured between the wheel mounting surfaces, while at ride height.
- B. Strengthening or replacement of the IRS swing arms as long stock dimensions are retained plus or minus 1 inch. Stock dimensions: from the centerline of the rear torsion housing to the center of the rear stub axle-16.25 inches, plus or minus 1 inch. The maximum measurement will be 17.25 inch.
- C. Torsion adjusters.
- D. Out board bus/type 2 reduction gears.
- E. Any manufactured rear torsion bars, axles, spring plates and additional retainer straps as long as original type suspension is retained.

F. Rear torsion tube may be strengthened or replaced stock/maximum width is 40.5 inches.

G. Trailing arm bracket must be 13.50 inches plus or minus 1 inch, measured from the inside of the spring/flex plate to the inner most flange of the trailing arm pivot point.

Not Allowed:

A. Any type of secondary suspension.

3. *WHEEL BASE*

Minimum 95 inches.

4. *SHOCK ABSORBERS*

Allowed:

A. Any size or number.

B. Cooling fins.

Not Allowed:

A. Air or coil over shocks.

5. *WHEELS AND TIRES*

Allowed:

A. D.O.T tires only and available to the general public.

B. Wheels that mount directly to Volkswagen drum.

6. *STEERING*

Open.

7. *BRAKES*

Any manufacturer drum or disk brakes allowed. Inboard brakes are not allowed.

8. *FUEL CELLS*

Mandatory.

9. *IGNITION SYSTEMS*

A distributor must be used to activate spark to the spark plugs. One distributor only. Stock or direct replacement coil only.

Allowed:

A. Battery 6 or 12 volt.

B. Any manufacturer distributor.

C. Any Volkswagen alternator or generator in the stock location

D. Magnetic pick ups that directly replaces the points.

Not Allowed

A. Magneto, multiple coil and direct fire ignition system.

10. *ENGINE*

Must be Volkswagen type "1", 1600 CC US specifications as received from the factory. Maximum engine displacement will be 1600 CC-- 85.5 MM bore diameter x 69 MM stroke, plus or minus .015 stroke. Maximum stroke allowed is 2.7465. No titanium composite parts or materials allowed in engine.

11. *CASE*

Allowed:

A. Any type 1, 2, 3 or universal case.

B. Align bored.

C. Drilled and/or tapped for oil pressure and/or temperature sending unit.

D. Machined or push in crank pulley seal.

E. Case savers.

F. Seating surfaces for cylinders may be machined.

G. Oil galleries on the early cases may be enlarged to 10 MM the same as a universal case.

H. All oil gallery plugs may be removed and threaded.

I. Oil by pass pistons and springs-open.

J. Windage trays.

K. Internal de-burring.

Not Allowed:

A. Any other modifications.

12. *EXHAUST*

Aftermarket exhaust allowed, mufflers are optional.

13. *BEARINGS*

Any brand manufactured as long as stock dimensions are maintained.

14. *PISTON ASSEMBLIES AND CYLINDERS*

Allowed:

A. Any manufactured flat top pistons but stock dimensions must be retained 85.5 MM. Three ring pistons only.

B. Wrist pin retainer may be of any style.

C. Volkswagen # 311 B rods only. Minimum length 5.395 plus or minus .010.

D. Balancing of rod and pistons allowed.

E. One small end and one large end must be left untouched.

F. Minimum piston weight of 310 grams.

G. Cylinders be machined for proper deck height.

H. Piston skirts may be drilled. 3 -1/8 inch diameter holes per side. A total of 6 holes.

Not Allowed:

A. Slipper skirts.

B. Volkswagen "a" rods. I.D. rod bolts.

C. Polishing or profiling.

D. Dished or domed pistons.

E. Machined notching for valves.

F. Cutting of the piston top other than 90 degrees.

15. *CAMSHAFT AND CAMSHAFT GEAR*

Any manufacturer.

16. *OIL PUMP/SYSTEM*

Allowed:

A. Any manufacturer.

Not Allowed:

A. Deep and/or dry sumps.

B. Sump alterations.

17. *CRANKSHAFT*

Allowed:

A. Stock Volkswagen type "1" 1600 CC only.

B. Any gears.

C. Any size power pulley.

D. Sand seals.

E. 030 undersize.

F. Balancing.

Not Allowed:

A. Polishing, knifing and/or lighting.

B. Counterweights.

18. *CLUTCH AND PRESSURE PLATE*

Allowed:

A. Stock diameter only.

B. Balancing.

19. *FLYWHEEL*

Allowed:

A. Stock Volkswagen type 1 design only.

- B. Lightening and balancing.
- C. Stock diameter.
- D. Eight doweled.
- E. Any gland nut and washer.

Not Allowed:

- A. Aluminum.

20. *CYLINDER HEADS*

Allowed:

- A. U.S. sedan stock single port design.
- B. Fly cutting for compression.
- C. Combustion chamber volume open.
- D. Three angle valve jobs only, 15-45-75-only.
- E. Welding of the cylinder head-may not be welded 360 degrees in the cylinder seating surfaces.
- F. Welding for repairs only.

Not Allowed:

- A. Grinding, polishing or porting in any area of the head, no back cutting of the valves.
- B. Angle cutting of the head.

21. *VALVES*

Allowed:

- A. One-piece valve of any manufacturer, stock sizes must be maintained.
Intake 35.5 MM, exhaust 32.0 MM.
- B. Stainless steel.
- C. Single 45-degree angle.
- D. Valve guide may be bronze, cast iron or steel of any, manufacture and length.
- E. Valve guide seal.
- F. Any manufacture of valve springs, spring retainers and lifters.
- G. Stock valve spring seat diameter in the head-inner and outer must be maintained.

Not Allowed:

- A. Grinding, polishing, blending or porting of any kind.
- B. Titanium valves or any other exotic materials.
- C. Swirl polished valves.

22. *ROCKER SHAFTS AND ARMS*

Allowed:

- A. Any shaft that permits the use of stock Volkswagen type "1" 1600 cc 1.1 to 1 rocker arms only.
- B. Any manufacture push rods and tubes.
- C. Resurfacing on the adjusting screw end. To permit the use of swivel feet adjusters.
- D. Any manufactured valve covers and gaskets.

Not Allowed:

- A. Any other modifications.
- B. No needle or roller bearings permitted.

23. *CARBURETOR*

Allowed:

- A. Stock Volkswagen 30 pic 1,2, and 3 only.
- B. Maximum Ventura size 24.10 MM.
- C. Removing of automatic choke housing, choke plate and shaft.
- D. Stock float bowl vent may be removed and plugged, external float vent allowed.
- E. Any fuel pump stock or electrical, any fuel pressure regulator.
- F. Any manufacture air/fuel filter and any location allowed.
- G. Velocity stacks.
- H. Brosol PIC carburetor is allowed, no modifications to throttle shaft, throttle plate or venturi.

Not Allowed:

- A. Carburetor listed as pic 30.
- B. No bonding or welding of velocity stack to the carburetor.
- C. No internal modifications.
- D. No polishing or filing.
- E. No chemical milling.
- F. Removal of any parts from the throat area.

24. *INTAKE MANIFOLD*

Allowed:

- A. Stock single port only.
- B. Heater tubes removed.
- C. May be shortened but not welded back together. Hose and clamps must be used to secured the manifold back together and allow inspection.

Not Allowed:

- A. Any modifications.
- B. Chemical milling.

25. *STOCK FAN SHROUD*

Any manufacturer.

26. *TRANSMISSION*

Allowed:

- A. Stock Volkswagen type 1 or 2 transaxle housing.
- B. Four forward gears only.
- C. Internal modifications.
- D. Any gear combinations.
- E. Only Volkswagen style gears.

Not Allowed:

- A. Gears other than Volkswagen.

27. *OIL COOLERS*

Allowed:

- A. Any full flows system.
- B. Any location.

Not Allowed:

- A. Deep or dry sump.

28. *WEIGHT*

Minimum weight with driver is 1,580 pounds at race end. Cleaning of vehicle may be required. Ballast allowed with 3/8 minimum hole to secure to the frame. CCR Fuel Specifications- D applies.

29. *ROOF*

Required

- A. .075 Aluminum or 16 gauge steel sheeting.
- B. Opening roof must have a heavy-duty hinge with a secure latching system.
- C. Positive latching system must be TORC Series approved.

30. *RADIOS*

All frequencies must be registered with TORC Series.

Refer to COMBINED CLASS RULES (CCR), paragraph 36.

ALL CCR APPLY AS SET FORTH IN THIS TORC SERIES RULEBOOK.

TORC SERIES

COMPETITION RULES FOR

SRT 1600 LIGHT BUGGY

DEFINED AS- A one-person, limited 4-wheel car using Volkswagen type 1 stock components with a 1585 cc engine. All parts are to be stock type "1". No parts may be replaced or modified unless it is stated in this document. Race Number 100-199 Series. Class rules supersede CCR.

1. FRONT SUSPENSION

Allowed:

- A. Type one Volkswagen suspension only. Stock beam width only--34 3/16 inches.
- B. Front axle tubes may be cut, rotated and re-welded to change the ground clearance, and may be reinforced by adding material.
- C. Link pin or ball joint front end.
- D. The front spindles may be reinforced but the diameter on the outside bearing remains stock and inside bearings may be enlarged. The speedometer hole may be welded and/or filled.
- E. Stock torsion bars may only used.
- F. Front stop snubbers of any manufacture allowed, but stock dimensions, location and mounting must be maintained.
- G. Limiter and limit straps.
- H. Reinforcements of the stock arms by using additional material only.

Not Allowed:

- A. Torsion adjusters.

2. REAR SUSPENSION

Allowed:

- A. Type 1 IRS or swing axle only. Track width is 51 inches maximum, measured from the backing plate to backing plate at ride height.
- B. Strengthening of the IRS swing arms as long as the stock measurements are kept. The stock dimensions are measured from the center of the rear torsion tube to the center of the rear stub axle-16.25 inches.
- C. The trailing arm bumper may be removed.
- D. The torsion tubes, bars and drive axles must be stock.
- E. Rear spring plates must be stock.
- F. Rear torsion tubes may be strengthened, but must maintain the stock width of 40.5 inches.
- G. A support member of the roll cage may additionally support rear torsion.
- H. Rear torsion snubbers may be of any manufacture but must be of stock dimensions.

Not allowed:

- A. Any type of secondary suspension.
- B. Rear torsion adjusters.

3. WHEELBASE

92 inch wheelbase Minimum.

4. SHOCK ABSORBERS

Allowed:

- A. One shock per wheel.
- B. Front shock towers may be re-welded and reinforced but can not be replaced with other material.

Stock appearance and dimensions must be maintained.

- C. Rear shock length and location open.
- D. Cooling fins.

E. Maximum mounting bolt diameter ½ inch.

Not Allowed:

A. Air and/or coil over shocks.

B. Any type of reservoir shock, external by-pass tubes or shocks larger than 3 inches.

5. *TIRES AND WHEELS*

Allowed:

A. Any stock type 1 wheel or/any manufactured 15 inch steel wheel may be used.

B. Wheels may be reinforced by adding material.

C. Studs may be used.

D. Tire size is open but must be D.O.T. approved and available to the general public.

Not allowed:

A. Wheel adapters.

B. Bead locks.

6. *STEERING*

Allowed:

A. Chromoly or any metal material tie rods

B. Tie rods, one piece only.

C. Tie rod ends, any ball and socket type.

D. Rack and pinion steering only.

Not Allowed:

A. Stock tie rods modified in any way.

7. *BRAKES*

Allowed:

A. Volkswagen type 1 drum brakes only.

B. Mechanical steering brakes.

C. Brake bias adjusters.

Not Allowed:

A. Hydraulic steering brakes.

8. *FUEL CELLS*

Fuel cells are mandatory. CCR Apply.

9. *IGNITION SYSTEMS*

Allowed:

A. A distributor must be used to activate spark at the spark plugs.

B. One distributor of any manufacturer, stock only.

C. Stock or direct replacement coil only.

D. Battery 6 or 12 volt.

E. Any Volkswagen style alternator or generator in the stock location

F. Magnetic pick ups that directly replace the points.

Not allowed:

A. Magnetos, multiple coil and direct fire ignition systems.

B. Any type of external spark/ignition modules.

10. *ENGINE*

Allowed:

A. Must be Volkswagen type 1, 1500/1600-us spec as received from the factory.

B. Maximum engine displacement will be 1585 cc-85.5mm bore diameter x .69 mm stroke.

Not Allowed:

A. Titanium, composite or ceramic materials or coatings allowed.

11. *ENGINE CASE*

Allowed:

A. Any type 1, 2, 3 or universal case

- B. Align bored.
- C. Drilled and/or tapped for oil pressure and/or temperature sending units.
- D. Machined or push in crank pulley seal.
- E. Case savers.
- F. Seating surfaces for the piston cylinders may be machined, but the cylinders must be shimmed back to original stock deck height of .039 or 1 mm minimum.
- G. Oil galleries on the early cases may be enlarged to 10mm the same as a universal case.
- H. All oil gallery plugs may be removed and threaded.
- I. Oil by pass piston and springs-open.
- J. Windage trays.

Not Allowed:

- A. Deep, wet or dry sumps or any sump alterations.
- B. Any sump alterations.

12. *EXHAUST*

Aftermarket exhaust allowed, mufflers are optional

13. *BEARINGS*

Any brand manufacture as long as stock dimensions are maintained.

14. *PISTON ASSEMBLIES AND CYLINDERS*

Allowed:

- A. Any manufacturer, stock specifications must be maintained and 85.5 mm maximum.
- B. Three ring pistons only. Ring groove sizes are to be 2mm, and 5mm wide, above the piston pin.
- C. Wrist pin retainers may be of any type. Pin size 22mm/.687. Pin height 1.5495 plus or minus .002 from the top of the piston to the center of the hole.
- D. Balancing piston assemblies. **Pistons may be balanced to a minimum weight of 390 grams (piston only).**

Not Allowed:

- A. Machining top of the piston.
- B. Slipper skirts.
- C. Notched pistons.
- D. Domed pistons.

15. *CONNECTING RODS*

Allowed:

- A. Volkswagen #311 "b" rods only. 5.395 length plus or minus .010. This is measured from the center of the small end to the centerline of the large end. Minimum weight shall be 570 grams.
- B. Balancing-one small end and one large end must be left untouched.

Not Allowed:

- A. Bolts rather than the pressed studs and nuts will identify Volkswagen "a" rods.
- B. Polishing and profiling.

16. *CAMSHAFT AND CAM GEAR*

Allowed:

- A. Bolt on cam gear. Must use stock design gear.
- B. Cams to these specifications: Lift measured off push rod.

Intake-	Open	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
Exhaust-	Open	Close	Lift
	55 degrees bbc	16 degrees atc	.020
	38 degrees bbc	1 degree btc	.050
	21 degrees bbc	17 degrees btc	.100

17. *OIL PUMPS*

Any manufacturer.

18. *CRANKSHAFT*

Allowed:

Stock Volkswagen 1600 type 1 only. 69mm.

- A. Power pulley.
- B. Sand seals.
- C. Undersized .030.
- D. Balancing.

Not Allowed:

- A. Lightening.
- B. Offset grinding.

19. *FLYWHEEL CLUTCH PRESSURE PLATE*

Allowed:

- A. Stock Volkswagen type 1 design and diameter.
- B. Balancing of assembly.
- C. Lightening of flywheel.
- D. Eight dowels pinned.
- E. Any gland nut and washer.
- F. Hydraulic clutch slave.

Not Allowed:

- A. Aluminum flywheels.

20. *CYLINDER HEADS*

Allowed:

- A. U.S. sedan stock single port design.
- B. Fly cutting OK to clean, seating surfaces but must retain 44cc combustion chamber.
- C. Three angle valve seats only- (15-45-75 degrees).

Not Allowed:

- A. Any kind of polishing and/or porting.
- B. Combustion chamber area shape must not be changed or toughed.

21. *VALVES*

Allowed:

- A. Stock one or two-piece valve with stock profile.
- B. One 45-degree angle.
- C. Any valve guide.
- D. Any manufacturer of valve springs, spring retainers and lifters, stock dimensions inside and out.
- E. Valve sizes must be: Intake 35.5mm. Exhaust 32.0mm.

Not Allowed:

- A. Grinding, polishing and porting in any area of the head, no back cutting valves.
- B. Titanium valves.
- C. Swirl polished valves.

22. *ROCKER ARMS AND SHAFTS*

Allowed:

- A. Any shaft that permits the use of stock Volkswagen type "1" 1600cc 1.1 to 1 rocker arms only.
- B. Stock Volkswagen type-1, 1600 cc rocker arms only.
- C. Resurfacing of rocker arms to accept swivel adjusters.
- D. Any manufacturer valve covers and gaskets.

Not Allowed:

- A. No other grinding/resurfacing other than previously mentioned.
- B. No needle or roller bearings permitted.

23. CARBURETOR

Allowed:

- A. Stock Volkswagen 30 pic. 1, 2 and 3 only.
- B. Maximum Ventura size, 24.10 mm.
- C. Removing of automatic choke housing, choke plate and shaft.
- D. Stock float bowl vent may be removed and plugged. External float bowl vent allowed.
- E. Stock fuel pump.
- F. Any manufacturer air/fuel filter and any location allowed. Any pressure regulator.
- G. Brosol PIC carburetor is allowed, no modifications to throttle shaft, throttle plate or venturi.

Not Allowed:

- A. Carburetor listed as pic 30.
- B. No bonding or welding of velocity stacks to carburetor.
- C. No internal modifications.
- D. No polishing or filing.
- E. No chemical milling.
- F. Removal of any parts from the throat area.

24. RESTRICTOR PLATE

Restrictor plates are available at TORC Series tech trailer.

Allowed:

- A. 21.0 mm TORC Series plate only.
- B. Must be the only piece between the carburetor and the intake manifold.

Not Allowed:

- A. Any modifications not conforming to TORC Series produced restrictor plates.
- B. No polishing or filing or chemical milling.

25. INTAKE MANIFOLD

Allowed:

- A. Stock single port only.
- B. Heater tubes removed.

Not Allowed:

- A. Any modifications.
- B. Chemical milling.
- C. Cutting of the manifold.

26. FAN SHROUDS

Stock only.

27. TRANSMISSION

Allowed:

- A. Left side nut/stud of gear carrier must be drilled to allow for sealing once gear ratios are tested.
- B. Stock Volkswagen type 1 bug only model AH and AT.
- C. Ah-8:33 ring and pinion-4.125 ratio and stock gears must be retained.
- D. At-8:31 ring and pinion-3.75 ratio and stock gears must be retained.
- E. AA or AB swing axle-8:35 ring and pinion-4.375 ratio and stock gears must be retained.
- F. TORC Series Tech will check ratios.

	<u>AT</u>	<u>AH</u>	<u>AA/AB</u>
First gear ratio	3.780	3.780	3.800
Second gear ratio	2.059	2.059	2.060
Third gear ratio	1.260	1.260	1.320
Fourth gear ratio	0.890	0.930	0.890

- G. Rear transaxle mounts may be additionally supported.
- H. Any manufacturer shifter allowed.
- I. Ratio will be checked by lifting one tire in the air with the other remaining stationary on the ground.
- J. Beef-A-Diff allowed.

Not Allowed:

- A. Any modifications.
- B. Heavy-duty side plates.
- C. Axle overtubes.
- D. Close ratio gears.

28. OIL COOLERS

Allowed:

- A. Any full flows system.
- B. Any location.

Not Allowed:

- A. Deep or dry sumps.

29. WEIGHTS

Allowed:

- A. Minimum weight 1,550 pounds at race end with driver and cleaning a vehicle may be required.
- B. Ballasts allowed with 3/8 minimum hole to secure to the frame.
- C. CCR Weight of Vehicle applies.

30. PEDAL ASSEMBLIES

Any combination of pedal assembly, master cylinder and clutch slave.

31. ROOF

- A. .075 Aluminum or 16 gauge steel sheeting only.
- B. Opening roof must have a heavy-duty hinge with a secure latching system.
- C. Positive latch system must be TORC Series approved.

32. RADIOS

Frequency must be registered with TORC Series.

Refer to COMBINED CLASS RULES (CCR), paragraph 36.

ALL CCR APPLY AS SET FORTH IN THIS TORC SERIES RULEBOOK.

TORC SERIES

COMPETITION RULES FOR

GRASSROOTS CLASSIX RACE CARS

DEFINED AS - Two wheel drive passenger cars and sport utility vehicles using only two wheel drive, produced in quantities of at least 5,000 vehicles per year and available for sale in the United States within a few years of their production. Race Number 600-699 Series. If a vehicle is questionable, the driver must provide a title or owner's manual. The Classix class is further divided into three subgroups for the purpose of competitive equality. These subgroups have some different rules to compensate for various strengths and weaknesses:

1. Traditional Cars
2. Full Size Sport Utilities
3. Lightweight Sport Utilities

1. FRONT & REAR SUSPENSION

Original concept of suspension and springs such as the A arm, leaf springs and I beam, etc. must be used.

ALLOWED FOR PASSENGER CARS AND SUVs:

- A. Stock suspension pieces from any vehicle in the same manufacturer.
- B. Any ball joint adaptations, but only in stock locations. Example: mono balls are legal as replacement ball joints.
- C. Spindles may be modified or aftermarket but must be at least as heavy as the original equipment.
- D. Travel limits may be modified up to a maximum of 12" front and 15" rear.
- E. Strengthening by plating and/or gusseting stock components.
- F. Spring rate and/or capacity changes.
- G. Shock combinations and configurations are unlimited.
- H. Suspension parts may be moved up to a maximum of 1"(+) or (-) from the original location on the frame.
- I. Cars with trailing arm rear end may fabricate trailing arms up to a max of 22" from pivot point to pivot point.

NOT ALLOWED FOR PASSENGER CARS AND SUVs:

- A. Shop/custom fabricated components to lighten un-sprung weight of vehicle.
- B. All parts must retain original working lengths. Longer springs are allowed only if they attach to stock frame location.
- C. Stock frame location plus (+) or minus (-) 1" must be used for mounting of all suspension parts.
- D. Adjustable heim joints are not allowed on front suspension components (tie rods are not suspension components, they are steering components).

ALLOWED FOR FULL SIZE SUV AND LIGHT SUV ONLY:

- A. Changing front suspension to that of another vehicle of same manufacturer/make and in same model year.
Example: Ford truck front frame and I beam may be put on a Bronco.

NOT ALLOWED FOR FULL SIZE SUV AND LIGHT SUV:

- A. No vehicle may have more than 12" front travel or 15" rear travel. If stock components allow more travel than allowed, limit straps or bump stops will be required.

2. TIRES & WHEELS

The tires and wheels must be D.O.T. approved pneumatic as long as wheels and tires do not extend beyond lines as viewed from above. Wheels must be a 15" rim size or smaller.

3. BRAKES

Any manufactured or re-manufactured brakes are allowed so long as all 4 wheels lock up.

4. *WHEEL BASE*

Stock wheel base measurement must be retained (+) or (-) 2".

5. *STEERING*

The steering must have stock location of all parts and components (+) or (-) 3". If after market or custom components are used such as steering quickeners, they must be stronger and safer than the stock steering system. Steering brakes are not allowed.

6. *ENGINE, TRANSMISSION & DRIVELINES*

The engine must be 460 ci or less by the same manufacturer as the vehicle. Internal engine modification is permitted.

ALLOWED:

- A. Balancing, strengthening, and blueprinting.
- B. Camshaft and valve train modifications.
- C. Stroke and bore changes.
- D. Carburetor changes.
- E. Piston changes.
- F. Oil and water-cooling system upgrades.
- G. Air intake filter upgrades.
- H. Fuel pump upgrades.
- I. Exhaust and intake system upgrades & modifications.
- J. Transmission: gear sets and clutch may be modified.
- K. Rear axle assembly: gear ratios, carriers, axles and floating hubs may be used/modified.
- L. Ford 9 inch rear end and disc brakes.

NOT ALLOWED:

- A. Moving the engine back, down or in any direction from stock.
- B. Water and vapor injection systems.
- C. Fuel injection systems, except stock systems as provided on that specific model and year.
- D. Dry sump oil systems.
- E. Transmission must be a unit offered by the vehicle manufacturer.
- F. Rear axle assembly cannot be changed from a standard automotive production housing and third member.

7. *CHASSIS*

Strengthening the chassis and frame by adding material is acceptable, however no original frame member or any other piece of the frame may be removed. Small cutting and grinding on the chassis to allow for the addition of heavier and stronger supports is allowed.

8. *BODY*

The original shape, size and appearance (with minimum damage) of the body are required. Stock mounting and original body location in respect to the wheelbase must be maintained within (+) or (-) 1". Full & Light SUV's- If a truck is built to mimic another vehicle such as a Bronco or Blazer, the body must represent the SUV it is portraying i.e. the box will be shorter and will attach seamlessly to the cab. SUV's do not have to keep removable fiberglass or canvas tops.

Allowed:

- A. Outer fenders, hood, deck lid and door skins may be replaced with fiberglass provided the original shape is maintained
- B. Up to 4" of fender well opening may be removed and the fenders may be flared out an additional 3" to allow for tire clearance

9. *MINIMUM WEIGHTS*

Full size SUVs must weigh 4,400 lbs. minimum. Traditional cars must weigh GVW plus 200 lbs. or 3,000 lbs. which ever is more. Light SUVs with 6 cylinder engines must weigh 3,800 lbs.

10. *BUMPERS*

Refer to the CCR paragraph BUMPERS.

ALL CCR APPLY AS SET FORTH IN THIS TORC SERIES RULEBOOK.

TORC SERIES

COMPETITION RULES FOR

GRASSROOTS ENDURO TRUCKS

DEFINED AS A two wheel drive pickup truck with a 3 /4 ton or smaller chassis 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 means options sold on the truck from the same make and model of the truck. All trucks must have an original cargo type bed. Race Number 500-599 Series. *Updates in **bold** case.

Allowed: 4x4 pickups with the front drive shaft, transfer case and front differential removed. This rule will be re-addressed after the 2008 season.

1. FRONT & REAR SUSPENSION

Required

- A. Stock suspension parts and locations must be maintained as delivered.
- B. Track width must be in stock.
- C. Pivot points must remain stock and in stock locations.
- D. Front and rear wheel travel limit is 12 inches measured to metal stop. Front wheel travel will be measured at the spindle.**

Allowed:

- A. Any manufacturer ball joint.
- B. Rubber / poly bump stops but must be removed to measure wheel travel.**
- C. Any non-take apart shock, or:
 - Fox Shox.....7700 Series
 - Fox Shox.....2.0 series emulsion
 - Bilstein.....B46 – 1300 Series
 - Rancho.....RS5000 and RS9000 Series
 - Doetsch Tech.....MY Series, M2, M2R
 - Trail Master.....N7, SS, SSY Series
- Any other take-apart shock that has written approval from the TORC Series tech director.
- D. Maximum of two shocks per corner.

Not Allowed:

- A. Quarter elliptical springs.
- B. Shackles lengthened or moved from stock locations.
- C. Composite or fiberglass springs.
- D. Air bump shocks / stops.
- E. Any shock or part of suspension protruding through the hood or fenders.
- F. Remote reservoirs.
- G. Take apart shocks except those described above.
- H. Custom made shocks.
- I. Shocks in the driver compartment.
- J. Coil over shocks.
- K. Remote and / or cantilever shocks.
- L. Any kind of air shock.
- M. Position sensitive shocks.
- N. Shafts larger than 5/8”.

2. TIRES & WHEELS

Allowed:

- A. Maximum tire size of 33 x 12.5 or approximate metric equivalent.
- B. D.O.T. only and available to the general public.
- C. Wheel maximum width is 8 1/2 inches.
- D. Any steel wheel or one piece cast aluminum wheel.
- E. Maximum wheel size is 16 inches.

Not Allowed:

- A. Bead locks, bead liners and inner liners.
- B. Spun aluminum or magnesium.
- C. Three piece wheels.

3. WHEEL BASE

The wheelbase must be stock measurement (+) or (-) 2".

4. STEERING

Steering must be stock in location and components in safe working order.

Allowed:

Steering quickeners

5. ENGINE

Stock cast components and parts only. All Enduros must use two 1 1/2" O.D. x 24" "restrictor pipe" exhaust pipes (or 1 3/4" O.D. x 24" if single pipe is used) measured from weld to weld or weld to end. Exhaust must run under the body and the restrictor pipe must be welded and clamped securely in place. The exact location of restrictor pipe is up to the vehicle owner, but all joints from the restrictor pipe to the manifold must be welded and clamped and will be scrutinized during the safety inspection.

- A. Engine blocks accepted are GM 350, Mopar 360, & Ford 351 Windsor or smaller.
- B. The engine must be in stock position and have stock components such as fan and alternator. The block may be drilled for oil or temperature sending units. **Any oil pan is allowed.** No engine oil coolers. No aluminum blocks even if they were available as an option.
- C. Factory street production head with factory cast marking only. No external or internal modifications or grind to heads. No GT40, "Bowtie", turbo or angle plug heads even if they were offered as an option. No aluminum heads. No interchanging heads from other similar motors, 305 to 350 or 289 to 351, etc.

6. CAMSHAFT AND LIFTERS

Allowed:

Stock type cast flat tappet camshafts with a maximum valve lift as measured at the valve of .500. Stock lifter bore size. Full roller rockers, stud mounted only. After market direct replacement timing chain and gears.

Not Allowed:

Any modifications not specifically listed above. Roller mushroom type lifters. Gear or belt drive. Shaft type rocker, unless OEM.

7. CARBURETOR, IGNITION, COOLING AND TRANSMISSION

- A. **Holly two barrel #0-4412 only. No modifications to the throttle plates or bore.**
- B. No fuel injection even if vehicle had factory fuel injection.
- C. If an adapter is used the maximum height of the adapter is 1"
- D. **Any cast iron OEM intake manifold allowed or Edelbrock part numbers, GM 5001, Mopar 5076, Ford 5081. Match porting within the last 1/2 inch of the runner only.**

E. Stock exhaust manifolds only.

G. Mechanical OEM fuel pumps in stock location **only**. **Electric fuel pumps are not allowed.**

H. The ignition must be OEM stock or equal in power output. Aftermarket plug wires allowed.

I. Any radiator allowed but must be mounted in stock location.

J. Core support may be removed and engine compartment can be caged in.

H. The transmission must be from the same engine manufacturer. **Internal modifications are allowed.**

Any conventional vane type non-electric torque converter is allowed. Transmission coolers are allowed & **may be mounted in the box as long as top of the cooler is below the top of the box sides.**

I. The rear drive and axles must remain stock. **Any OEM rear end is allowed; need not be from the same manufacturer. Spools are allowed.** A rear axle truss may be added to the rear axle housing.

J. Expect random, mandatory "pumping" of any Enduro Truck during pre-race inspection and of all winning vehicles. Pumping is the means of measuring the displacement of a vehicle's motor by turning the motor over with a pump inserted into one of the combustion chambers. It will be the driver/owner's responsibility to provide tools and mechanical assistance to the Track Inspectors.

7. FRAME AND CHASSIS

Chassis must remain stock but may be reinforced by adding material. Shortening of a long wheelbase frame to match short wheelbase specs is allowed.

8. BODY & FENDERS

Body and fenders must remain stock, absolutely no bending or flaring, especially to fenders or wheel openings. Rear wheel wells, firewalls and floorboards must be repaired for rust as well as all other damage. The truck box must be complete and no cutting of any bed material or fender wells except to allow room for the safe operation of shocks. Front fender wells may be removed.

9. WEIGHT

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. All full or mini/mid-sized trucks using a V8 engine must weigh a minimum of 4,000 pounds.**

10. BUMBPERS

Refer to the CCR Bumpers.

11. BRAKES

Disc brakes are allowed front and rear but must use steel rotors and calipers. Proportioning valves are allowed.

ALL CCR APPLY AS SET FORTH IN THIS TORC SERIES RULEBOOK.

TORC SERIES

COMPETITION RULES FOR

GRASSROOTS FORMULA 4X4 TRUCK

DEFINED AS- Four-wheel drive sport utility class with no longer than 110" wheel base, or 82" track width. Race Number 400-499 Series. Class rules supersede CCR.

1. FRONT & REAR SUSPENSION

The suspension may be fabricated components but must retain the same stock concept as the frame of vehicle was originally sold. For example, a frame manufactured with solid axles, front coils and rear leaf springs must use the same in race components and set up.

Allowed:

- A. A vehicle with "A- arm" front end or "four link" rear end must also use a frame manufactured with those same style/concept components.
- B. Anti-wrap device.
- C. Hydraulic bump stops of 4 inches maximum travel.
- D. Sway bars.
- E. Four links allowed if OEM on frame used.
- F. Maximum wheel travel front and rear 14 inches.

Not Allowed:

- A. Any "quarter elliptical" spring set up.
- B. "A" arm on an older frame, not originally manufactured with "A" arms.

2. SHOCKS

Shocks are 2 inches maximum diameter, 14 inches maximum travel, with no limit to quantity per wheel.

Allowed:

- A. 2 ½ inch or 3 inch diameter shocks may be used but, only one shock per wheel.
- B. Remote reservoir canister shocks are allowed.

Not Allowed:

- A. Coil over shocks.
- B. External valving shocks.
- C. Bypass shocks.

3. TIRES & WHEELS

33x12.5 D.O.T. legal tires or smaller, only. 16 inch rims or smaller, only.

4. RIDE HEIGHT

All vehicles must clear 12 inches below the lowest point of the transfer case to level ground. Transfer case must be bolted to the back of the transmission as manufactured (i.e., same bolt holes).

5. WHEEL BASE

The maximum wheel base is 110 inches; the maximum track width at stationary ride height is 82 inches measured from the most outside part of a tire or wheel to other side, regardless if that part of tire touches the ground or not.

6. MINIMUM VEHICLE WEIGHT

- A. Vehicles under 95 inches in wheelbase must weigh at least 3,500 pounds at pre-race with the driver.
- B. Vehicles from 95 to 110 inches in wheelbase must weigh at least 3,800 pounds at pre-race with driver.
- C. Any vehicle using aluminum cylinder heads must weight a minimum of 4,100 pounds.
- D. All 2 valve engines must be 10 pounds per cubic inch and all multi valve engines must be 12 pounds per cubic inch.

7. STEERING

Any design of steering is acceptable provided that it does not impede driver from exiting vehicle and is safe and durable.

8. ENGINE

Allowed:

- A. Head porting or polishing.
- B. Roller cams.
- C. Piston Changes.
- D. Stroke and bore changes.
- E. Aluminum heads allowed but total vehicle weight must be over 4,100 pounds (see #6 above).
- F. Rod and crankshaft changes, accu-sumps, cooling and oiling modifications.
- G. Dry Sumps

Not Allowed:

No engines over 430 cubic inch.

- A. Titanium connecting rods or crank shafts.
- B. Crank fire ignitions.
- C. Aluminum engine blocks unless OEM for that chassis.
- E. Heads having intake and exhaust chambers in different than stock configurations.

9. CARBURETOR/FUEL INJECTION

Allowed:

- A. One four-barrel carburetor.
- B. One Predator one-barrel carburetors.
- C. Fuel injection if engine is 360ci or less and the fuel injection system, including injectors, is 100% stock OEM for that engine.

Not Allowed:

- A. Any aftermarket fuel injector or parts.
- B. Blowers or superchargers or turbochargers.
- C. Water vapor injection.
- D. N.O.S. nitrous oxygen systems.
- E. Alcohol or other exotic fuels.

10. CHASSIS & FRAME

Stock frame must be retained and used from the most forward attachment of any front suspension component to the center of rear axel. For example, front horns may be removed but the stock frame must be in place where front of "A arm" or "leaf spring" bolts on. "Stock" as used here, for "stock frame" is defined as a frame sold as a sport utility passenger vehicle and produced in volume of at least 5,000 units by the original manufacturer.

Allowed:

A. Boxing, gusseting and plating.

Not Allowed:

A. Reworking a frame to reduce weight, lower the center of gravity or increase wheel travel such as channeling, kicking or replacing large sections with non- OEM metal.

11. BUMPERS

Refer to the CCR paragraph BUMPERS.

12. BODY

The body must match the silhouette of a vehicle produced in quantities of at least 5,000 per year.

13. BRAKES

Any stock or aftermarket combination of brake components is allowed. The vehicle will be required to demonstrate that all four wheels lock, prior to racing.

14. TRANSMISSION

Any combination of manufactured and/or aftermarket components are allowed. Conventional drive system must be used. No aftermarket under/over drive or viscous drive units. All parts must be available at normal retail outlets.

ALL CCR APPLY AS SET FORTH IN THIS TORC SERIES RULEBOOK

TORC SERIES

GLOSSARY

This chapter contains a list of terms used in the Rule Book. Each term has a corresponding definition that reflects the meaning of the term as it is used in this book.

- TORC** The Off-Road Championship Series corporation and its principals.
- TORC Admin.** The World Series of Off-Road Racing's world headquarters are located at:
11232 County Road M * Crandon, WI 54520
Telephone 715.478.5024, facsimile 715.478.5025, website www.torcseries.com.
All official business regarding TORC is conducted and governed at this location.
- Official** A person appointed by TORC Series either as an employee, principal or independent contractor to officiate at any TORC Series sanctioned event.
- Member** An individual or entity that has honestly and thoroughly completed a TORC Series membership application, has paid the required annual fees and followed all membership regulations as set forth in this TORC Series Rule Book. Membership is based on an annual application, unless a multi-year membership applies. In the instance of annual expiration, suspension or termination, the individual or entity is no longer a Member in good standing.
- Event** A TORC Series scheduled motor sport event including pre-run, time trials, practice session, driver meetings, media activities, pre and post race vehicle inspection, driver registration, and any rescheduled dates due to inclement weather or any other uncontrolled circumstance.
- Promoter** Any individual or entity that has a binding Agreement with TORC Series and is totally responsible for, but not limited to the following: legal rights to the facility where the event will be conducted; day to day business operations of the event such as promotions, advertising, media, licenses, permits, taxes, security and medical personnel, and liability insurance.
- Competitor** A race vehicle owner, driver, crew chief, crewmember, mechanic or any other person assigned to or a member of a team that holds license in good standing and participates in a TORC Series event.
- O.E.M.** Original Equipment Manufacturer.
- Race Vehicle** A race vehicle that fits the Class Definitions and specifications as set forth in this TORC Series Rule Book.
- Flagman** A dedicated track person responsible for the start of an event and displaying proper flags and or lights as directed by the Chief Race Steward.

Impound	An area specified by TORC Series where race vehicles will return after the completion of a competitive event.
Weight	The total weight of the race vehicle as stated in the division rules. TORC Series scales will be considered Official.
Contingency	An agreement made with a manufacturer, company, individual or other entity and TORC Series to provide certain cash or product rewards to competitors that use such company's products. Qualifications may include the placement of company decals identifying contingency participant on a designated area of the race vehicle and the completion of both pre and post race contingency forms submitted to the TORC Series contingency administrator. The competitor must finish the event to take part in the contingency programs.
Rookie Status	If this is your first calendar year competing in a TORC Series sanctioned event or if you have moved from the SRT Division into the PRO Division and this is your first calendar year competing in the PRO Division, you qualify as a rookie. A rookie PRO Division driver not participating in more than 25% of the year's events will retain their rookie status for the following calendar year.