



# **STREET WARRIORS OFFICIAL RULE BOOK**

**2023 Season**

**Latest Edition – 6/26/2023**

## Section A – Operation of Competition

### 1.) General Information

- 1.) All competing drivers and crew members must be at least 18 years of age and carry valid driver's licenses. No one under the age of 18 will be allowed in the pit area. Only 1 driver and up to 4 crew members may register per team.
- 2.) All competing drivers and/or crew members must register online before the event by the deadline stated - **no** extensions or refunds will be granted. Registration rules may vary event-to-event - please refer to the event page on [MonsterTruckInvasion.com](http://MonsterTruckInvasion.com) for event-specific information
- 3.) All competing drivers and crew members must **complete** the registration process in-person at the event. Each team member will receive credentials to access the pit area once registration is complete. Credentials must be shown every time a member enters the pit area. Failure to present credentials with every entrance will void access to the pits. Only persons 18 years of age and older will receive credentials. Only drivers and/or crew members that have pre-registered will be granted credentials and pit access. In some cases, there will be separate credentials for drivers and crew members and/or separate credentials for every day of competition. Credential information for each event will be made available closer to the event date.
- 4.) Absolutely **no** alcohol, drugs, or weapons are permitted on the premises. If any competing driver or crew member is caught by the director or an official possessing anything against the policy, the entire team will be disqualified, forced to leave the venue, and refunds of registration fees will **not** be granted.
- 5.) Be courteous to the fellow competitors, Monster Truck Invasion staff, venue staff, and act professionally. If any legitimate issues arise, please notify the director.
- 6.) Absolutely **no** high-speed or reckless driving will be tolerated in the pit area – save it for the track. Any competitor caught driving recklessly anywhere besides the track will be disqualified immediately and refunds of registration fees will not be granted.
- 7.) A competitor or crew member deemed reckless or unfit to conduct courtesy by the director or Monster Truck Invasion staff will result in the team's disqualification, enforcement of leaving of the venue, and refunds of registration fees not being granted.
- 8.) Please be punctual to all events/meetings noted in the itinerary. Failure to attend any mandatory events/meetings prior to or during the event will result in immediate disqualification and refunds of registration fees will not be granted. Event itineraries will be made available the week of the event.

## 2.) Competition Regulations

- 1.) Every competing team is **required** to arrive at least **90 minutes** before the event begins ready to pass inspection and attend meetings. Failure to arrive at least **90 minutes** before the event starts must be cleared by the director to compete.
- 2.) At any point in time, the director can stop the event. In the event of a sudden event freeze, red lights or red flags will be made visible to the competitor on track and the competitor is required to come to a full and complete stop. Failure to comply will result in disqualification.
- 3.) In the event of a cancellation prior to event start time, refunds of registration fees will be granted to all registered competitors. In the event of a cancellation after the event begins, plans will be determined depending on event format. Please note each individual event's cancellation policy procedure. Event cancellations and plans following a cancellation are ultimately up to the discretion of the director and Monster Truck Invasion staff.
- 4.) Only 1 person (the operator) is allowed to be in the vehicle while the vehicle is in motion. **No** passengers/riders will be allowed.
- 5.) Always keep speeds to 5 mph in the pit area. This is to keep other competitors and staff safe during the event.
- 6.) Upon passing and completion of tech inspection, all vehicles **must** be parked facing towards the infield and ready to be called forward for staging. No backing-up to go to staging will be allowed as it will lead to pit area gridlocking and could result in an unsafe environment.
- 7.) Upon passing and completion of tech inspection, the driver/vehicle's pre-determined qualifying order number (randomly selected by the director prior to the event) will be marked on the top driver's side of the windshield and **must** remain there for the duration of the event. In the event of no windshield of the vehicle, numbers will be marked on tape placed under the passenger and driver side door window. This predetermined number is considered the vehicle number – the director and Monster Truck Invasion staff will be referring to each driver/vehicle by this number during the event in communications with each other. Do not, **under any circumstances**, change the number on the vehicle.
- 8.) While the engine is running in a competing vehicle, a driver or crew member **must** be in the driver's seat and alert.
- 9.) Crew members will be allowed to drive competing vehicles around the pit area to staging or for tech inspection. **Only** drivers are allowed to operate the vehicle on track.
- 10.) No crew members will be allowed on the track in the event of breakage or incompleteness of run. Once the green light/green flag is shown, **only** the driver and

Monster Truck Invasion staff will be allowed access to the vehicle until it has returned to the pit area.

- 11.) Moving of competing vehicles around the pit area is **only** allowed for unloading/loading, staging, and tech inspection. Any other moving of competing vehicles must be cleared by the director.
- 12.) Upon completion of the drivers meeting, all drivers **must** report to their vehicles and prepare to stage and run in a timely manner.
- 13.) The same driver/vehicle combination **must** remain in place for the duration of the event. Any change of combination will result in disqualification.
- 14.) All vehicles must stage when called upon by the director or Monster Truck Invasion staff. Failure to stage when called upon will result in dropping to the bottom of the running order. Once to the end of the round, failure to stage again will result in disqualification.
- 15.) For bracket racing formats, brackets will be determined by qualifying round times. Brackets will be seeded where the fastest qualifier may either face the slowest qualifier or earn a bypass into the next round (depending on the number of competitors). Depending on the number of competitors, there may be “fastest loser” opportunities, where the fastest competitors from the previous round that did not win will automatically be seeded into the next round to continue with the head-to-head racing format. Depending on event formatting, either the entire field of competitors will be seeded into a racing bracket **or** a predetermined quantity of competitors will be selected out of the fastest qualifying times and those selected fastest times will be seeded into a racing bracket (example - fastest 12 qualifiers will move into the racing bracket).
- 16.) For time trial formats, the running order will remain the same as qualifying (minus the fastest competitor from the previous round - refer below). Competitors will make their time trial pass individually. Depending on event formatting, either the entire field of competitors will run again in a first round of eliminations **or** a predetermined quantity of competitors will be selected out of the fastest qualifying times and those selected fastest times will move forward into eliminations (example - fastest 12 qualifiers will move forward into eliminations).
- 17.) The fastest competitor from each round will be granted the option to select their running position (time trials) or lane (bracket racing) for the following round. All other competitors advancing into the following round will be seeded based on their predetermined running order number (time trials) or qualifying time (bracket racing).
- 18.) In the event of a disqualification during any of the racing rounds (time trials or bracket racing), only completed passes from the previous round(s) will be considered for advancement as a substitution. For time trials, the next fastest competitors from the previous round will be pulled back as substitutes. For bracket racing, the next

fastest losing time from the prior round will be called back to fill the spot, regardless of position in the previous branch of the bracket.

- 19.) Eligibility for purse payouts equates to attempting to complete a pass - staging and starting under own power. In the event of mechanical failure, semi-final and final round competitors will be allowed to be pushed to pre-stage, but must formally stage on the line under their own power and start the pass under their own power. Mechanical failures hindering a vehicle's ability to stage or start a pass under its own power must be reported to the director before the round begins.

### **3.) Course Regulations**

- 1.) The course is designed by the director and a select group of professionals. At any point during the event, the director may make modifications to the course. The director will communicate these alterations to the competitors.
- 2.) Competing drivers must follow the designated course. Any sign of freestyling around the course or hitting other obstacles or intentionally damaging property will result in immediate disqualification.
- 3.) Turn markers and obstacles will be designated and visible to all competing drivers. Failure to hit an obstacle or ramp will result in a **5 second penalty** added onto the elapsed time. Hitting/striking/knocking over a turning marker through contact from any part of the vehicle will result in a **3 second penalty** added onto the elapsed time. Driving head-on straight through a turning marker (where it contacts the front & center of the bumper) will result in a **5 second penalty**.
- 4.) A competing driver must make a full and complete pass from start to finish to be considered for advancement through competition. Any incomplete passes will not be considered for advancement under any circumstances.
- 5.) Racing operation runs off a green light/green flag and a red light/red flag. Once the green is shown, the race pass/timing begins. The race pass/timing **does not** begin when the vehicle starts moving. Moving before the green is shown will result in a disqualification. Continuation of movement while red is shown will result in disqualification.
- 6.) Avoid contacting the venue walls or property during any point of the run. Contact made will not result in disqualification if it occurs during the course of the run and is determined to be an accident. Property/venue damage as a result of intentionally negligent driving may result in the driver being held liable for damages occurred and immediate disqualification.
- 7.) All runs must be made in forward motion. Any runs starting in a reverse motion or changing from forward to reverse during the course of a run will be disqualified.

## **Section B – Safety Measures**

### **1.) Pit Area/Course Safety Measures**

- 1.) Any competing driver or crew member must wear proper protective equipment when working on a vehicle (example: welding helmet/gloves when welding, safety glasses when cutting/grinding metal, etc.)
- 2.) Access to fire suppressant must be accessible when working on race vehicles in the pit area

## 2.) Driver Safety Measures

- 1.) All competing drivers are **required** to wear helmets with visible certifications stamped or printed on the helmet when competing on-track. The following certifications will pass tech inspection:  
**Snell:** SA2020, SA2015, SAH2015, SA2010, SAH2010, M2020D, M2020R, M2015, M2010, K2020, K2015, K2010, EA2016  
**SFI:** 31.1 (2015, 2010), 41.1 (2015, 2010), 24.1 (2020, 2015, 2010)  
**British Spec:** BS6658-85 Types A and A/FR  
**ECE:** 22.05, R22.05  
**FIA:** 8860-2018, 8860-2018-ABP, 8859-2015, 8860-2010  
**DOT:** no older than 2010
- 2.) All helmets **must** be full-faced with visors that must stay down during the entire run. Competitors using motocross-style helmets must wear safety glasses or properly-fitted goggles during the entire run. **Absolutely no** 3/4 profile or open-faced helmets will be allowed - drivers' faces must be shrouded by a helmet, visor, and/or goggles and safety glasses.
- 3.) Neck collars/protection is **required**. Neck collars cannot show signs of wear or ripping and must still function properly with helmet fitment.
- 4.) SFI-rated head-and-neck restraints (HANS, Hybrid) are **highly recommended but not required**. If using a HANS or Hybrid or similar head-and-neck restraint as a substitute for an SFI-rated neck collar, all straps must be in good condition without fraying or rips.
- 5.) 3-point harnesses (traditional shoulder and lap belt) are a **required** minimum. Lap belts and ratchet straps are **not permitted**. 4- and 5-point harnesses are **highly recommended but not required**. Belts/harnesses must be in good condition without fraying or rips.
- 6.) Long sleeved shirts, pants/jeans, and closed-toe footwear are **required** for drivers *on-track only*. **No** open-toed shoes, short sleeved shirts, or shorts will be allowed to compete *on-track*.
- 7.) SFI or FIA-rated fire-retardant clothing (fire suits, gloves, shoes, socks, head sock) is **highly recommended but not required**. All fire-retardant clothing must be in good condition without fraying or rips.
- 8.) SFI-rated window nets are **required** for all driver side door windows. Passenger side door window nets are **highly recommended but not required**. SFI-rated window

nets must cover **at least 75%** of the total open space in the driver side door window to prevent large debris from entering. Driver and passenger door windows must be rolled down (if interior door panels are still intact) or completely removed (if the door is “skinned”).

- 9.) SFI-rated arm restraints are **only required** on vehicles with open roof designs (convertibles, T-tops).
- 10.) Seats **must** be securely mounted with **no** movement. Racing/performance seats are **highly recommended but not required**.

### 3.) Vehicle Safety Measures

- 1.) Roll cages/roll bars are **highly recommended but not required**. Vehicles with open roof designs/T-tops **and** vehicles with no windshields are required to have a minimum of a 6-point roll cage - **no exceptions**. Vehicles without OEM doors installed are **required** to have 6-point (min.) roll cages **and** X-braced door bars (only if roll cage is required – exceptions to rule listed below).
- 2.) In the event a competitor must install a roll cage, **only** D.O.M./chromoly/Schedule 40 are permissible construction materials. Minimum 1 5/8” dia., 0.120” wall is required as the minimum measurement for cage construction. No crinkled/pinched corners will be allowed. All welds must be continuous around all joints. Gussets/reinforcement on joints in the roll cage are **strongly encouraged**. Driver’s helmet must not sit in line or past the top point of the roll cage. All vehicles with 6-point roll cages and open roofs/T-tops are **required** to have aluminum, sheet metal, or steel above the driver’s head for protection.
- 3.) Competing vehicles without OEM doors but are exempt from the roll cage requirements **must** have approved netting or metal with 0.065” thickness minimum installed. Driver side protection **must** reach from floorboard to driver’s upper arm.
- 4.) All vehicles **must** have doors (exceptions listed above), roofs, hoods, and fenders installed. Aftermarket bumpers will be allowed. Pick-up trucks may run without a bed as long as plumbing/electrical are covered.
- 5.) All vehicles exempt from the roll cage requirements are **required** to have windshields. Small chips or cracks are permissible, but strongly encouraged to be repaired before competing. Vehicles with 6-point (min.) roll cages are allowed to run windshields, but windshields **must** follow the guidelines listed above. It is **strongly encouraged** that vehicles with 6-point (min.) roll cages remove windshields before competing.
- 6.) All competing vehicles **must** have, at minimum, a 2.5 lbs. dry chemical fire extinguisher or 1 lb. halon extinguisher installed in vehicle and within easy reach of the driver while the driver is fully suited and belted in. Extinguishers **must** be fully charged and ready for use.

- 7.) Absolutely **no** oil/fuel/fluid/coolant lines will be allowed to run through the driver's compartment. Electrical wiring in the driver's compartment **must** be loomed and tied up and away neatly with no exposed live wires. Radiators/coolers not in OEM location **must** be securely mounted and completely separated from the driver's compartment with zero leaks permitted anywhere in the system.
- 8.) All radiators **must** have a functioning overflow tank.
- 9.) Spare tires or loose objects will **not be permitted** on the vehicle during competition.
- 10.) *Any* fuel leaks from anywhere in the vehicle, *any* brake fluid/coolant leaks, and *major* engine oil/gear oil/transmission fluid leaks are **not permitted**.
- 11.) All batteries **must** be securely mounted and feel a part of the vehicle when moved. Batteries must have a **minimum** of 2 clamping points (cross member style mounts are strongly encouraged). Plastic battery mounts will **not be permitted**. Positive terminal **must** be covered with OEM rubber/plastic terminal cover or electrical tape. Internally-mounted batteries **must** be in a secured battery box to prevent acid spillage from reaching the driver. AGM batteries are **strongly encouraged** over flooded batteries, but not mandatory.
- 12.) Wheel weights **must** be removed before running.
- 13.) Air bags installed in the steering wheel and dashboard **must** be removed.
- 14.) It is **strongly encouraged** that all fuel tanks are kept in factory location with the OEM bulkhead separating the tank and the body. If a fuel cell is used, it must be secured using two metal straps with 4 clamping locations and completely separated from the driver's compartment. Fuel cells must have a working vent check valve with properly routed vent hose.

## Section C – Vehicle Regulations

### 1.) Power Train

- 1.) All vehicles **must** utilize OEM engine mounting location.
- 2.) All cable throttles **must** have a working return spring(s). Cable throttles must be free of binding and must operate smoothly.
- 3.) Power additives or higher-performance fuels will **not be permitted**. This includes but is not limited to: methanol/alcohol, nitromethane, and nitrous oxide. "Race gas" is **permitted**.
- 4.) All vehicles **must** run an OEM-style power train system (example - N/A from factory = N/A for swapped engine). Engine swaps **will** be permitted, but cannot exceed original factory engine displacement. Aftermarket forced induction (superchargers, prochargers, turbochargers) plumbed to an engine that is not designed to accept forced induction from factory will **not be permitted**.
- 5.) Aftermarket performance components will **not be permitted**. This includes but is not limited to: engine internals, higher-performance forced induction, engine electrical,



and larger engine swaps. Intake/exhaust systems and carburetor spacers are exempt. Vehicles with OEM forced induction must not exceed factory set-up. Monster Truck Invasion staff and the director reserve the right to have the valve covers or other engine components taken off the engine before or after a run to inspect components and make a ruling.

## 2.) Body/Chassis/Drive Train

- 1.) Drive shaft retention systems are **strongly encouraged** for all vehicles. This includes cages, chains, and steel cable tethers.
- 2.) OEM firewall and floor pans underneath driver and passenger seats **must** be intact and without structural rust or large holes. All electrical running through the firewall into the driver's compartment **must** be grommeted and fit tightly through holes in the firewall. Custom-made firewalls and floor pans are allowed and must be constructed of sheet metal, steel, or aluminum.
- 3.) Trans brakes/electronic staging devices will **not be permitted**.
- 4.) Aftermarket transfer cases/drop boxes will **not be permitted**.
- 5.) Full tube chassis/performance chassis will **not be permitted**. Stock frames/subframes/unibodies **only**.
- 6.) Aftermarket differential lockers will be allowed.
- 7.) Welded/bolted doors will **not be permitted**. Driver and passenger doors must be operational for ease of access.
- 8.) Front and rear tow points are **required** and must be securely mounted/welded to frame/subframe. Tow points **must** be clearly marked or painted bright colors so recovery staff can easily recover the vehicle. No chains/straps/belts allowed.
- 9.) Frames/subframes **must** be free of structural rust, cuts/splits, and major damage.
- 10.) **Absolutely no** graphic imagery or obscenities will be permitted on vehicle bodies.

## 3.) Suspension

- 1.) Maximum suspension travel **cannot** exceed 14" for both front and rear. Solid rubber bump stops and limiting straps/chains are **strongly encouraged**.
- 2.) All vehicles **must** compete with factory suspension geometry. Long-travel A-arms/wishbones or heavily altered mounting locations are **not permitted**.
- 3.) Bolt-on suspension upgrades **will be permitted** for the safety of the driver.
- 4.) Dual shock absorbers per corner will **not** be permitted.
- 5.) Shock mounting points may be strengthened but **not** changed from factory location. Anti-bow bars bridging the shock towers are allowed.
- 6.) Quarter-elliptical/fiberglass/carbon fiber/composite components will **not be permitted**.

## 4.) Steering

- 1.) Fully-hydraulic steering set-ups are **not permitted**. All vehicles **must** utilize factory style steering set-ups (example: rack and pinion, steering box). Hydraulically assisted rack and pinion or steering box setups **will be permitted**.
- 2.) Rear steering is **not permitted**.
- 3.) Manually operated, bias-controlled, or steering brakes **will not be permitted**.
- 4.) Power steering **must** be in working condition before competing.
- 5.) Aftermarket steering wheels **are permitted**.

## 5.) Braking System

- 1.) All vehicles **must** have fully functional brakes on all 4 corners with **zero** leaks from any of the hard lines, hoses, wheel cylinders, calipers, master cylinder, or ABS control module.
- 2.) Manually operated/pinion brakes will **not be permitted**.
- 3.) Aftermarket proportioning valves will **not be permitted**.
- 4.) It is **strongly encouraged** that parking/emergency brakes are in working condition.
- 5.) Aftermarket/performance pads, rotors, calipers, and hoses **will be permitted** for driver safety.

## 6.) Tires/Wheels

- 1.) All tires and wheels **must** be DOT approved. Agricultural/off-highway use tires will **not be permitted**.
- 2.) Tires **must** be free of sidewall/tread bubbling and visible cords.
- 3.) Tread cutting/tire chains/studded tires will **not be permitted**.
- 4.) Aftermarket wheels are allowed.
- 5.) All wheels **must** have all lug nuts installed and torqued.
- 6.) Maximum allowed tire height is 35”.

## Section D – Examples of Permissible Safety Items

### 1.) Helmets



Snell-rated helmets (2010 and newer) - **OKAY**



DOT-rated motocross/motorcycle helmets - **OKAY (WITH SAFETY GLASSES OR GOGGLES)**



Open-faced or  $\frac{3}{4}$  profile helmets - **NOT OKAY**

## 2.) Head-and-neck protection



SFI-rated neck collars - **OKAY**



SFI-rated head and neck restraints (ex. HANS or Hybrid) - OKAY

### 3.) Window nets



SFI-rated window nets covering at least 75% of driver side window - OKAY

#### 4.) Battery mounting



**Car Battery Tray**

Crossover-style bracket with two clamping points to vehicle - **OKAY**



**REMEMBER: look for the SFI Foundation Inc. decal/stamp on safety equipment, including but not limited to - neck collars, head and neck restraints, window nets, & fire retardant clothing**

For more information, please contact:

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