

Mud Run

Putnam County Fair

Saturday July 19, 2025 @ 1 PM

Registration 9 am to 12 pm (NO Late Entries)



Entry Fees: \$35/pass for **Drive-In** Class
\$50/pass for all other Classes (2 pass limit)

Pay Out: \$1,500 guaranteed payout and 100% payback on entry fees

Drive-In Class Rules: No Race Truck – Any size tire – Must have Insurance and Good Tags

Deep 1 (Stock Class) 0-36”: Vehicle must fit in pure street rules with exception of 36” tires

Vacuum Mud : Must pull 15” Vacuum , 0-38” tires size, No Cut Tire, No Aftermarket Blocks

Deep 2 : 0-38” Tire, No Cut Tire, No Rail, No PowerAdders, No Homemade Chassis or Body

Deep 3: 0-44” Tire, No Rails, No Power Adders, No Homemade Chassis or Body

Nitrous Mud/Open: 0-44” Tire, Cut Tire ALLOWED, No Paddles or Scoop, Nitrous ALLOWED
Any Chassis and Body, NO Blowers

TSMRA RULES PURE STREET

Pure Street Engine:

- No Diesel Engines allowed
- Stock factory or OEM production engine blocks and heads (no aluminum heads other than factory installed) (VORTEC heads allowed in class, no grinding under the valve cover or casting numbers or build dates, no grinding of external casting marks) No 12 intake bolt heads or intakes.
- Factory or OEM type ignitions ONLY, no aftermarket ignitions
- No engine swaps
- Engines must have been available in that model and year
- No internal engine modifications
- Single factory or OEM style carburetor, must have vacuum secondaries, and choke or factory EFI using gasoline
- No nitrous allowed
- Must have fully functional street legal exhaust
- Must have factory engine accessories belt driven by crankshaft
- No power adders unless factory produced

- Engines must pull 18" at steady vacuum at 1000 RPM's to be checked by tech officials gauge only

Drivetrain/ Tires / Suspension

- All tires must be DOT approved 38" tall or smaller and same diameter as marked on sidewall (NO Boggers)
- No suspension or steering modification other than lift kits
- No racing type shocks
- No transmission modifications, including manual valve bodies, trans brake or staging devices allowed in vehicle, no air or electric shifters, no stall-convertors, (all vehicles to be checked in high range at tech's discretion)
- No aftermarket transfer cases and chain drives
- All vehicles must have original equipment working brakes at all four wheels Frame and Body
- Must have unmodified matching body and frame
- No cutting or gutting of body or frame allowed
- Must be street legal with all required street equipment (front and rear bumpers, working lights and wipers, etc.) Roll pans allowed
- Must retain all factory interior and exterior components (glass, dash, heater controls, and boxes, instrument panels, etc.)
- No fiberglass body panels unless factory produced
- Gas tanks and batteries must be in factory location
- No fuel cells allowed
- Functional flat beds allowed

TSMRA Cheater/Modified Street

Cheater / Modified Street Engines

- Stock factory OEM cylinder heads and blocks that are factory production line installed in production vehicle
- Stock Vortec heads allowed no grinding under valve covers or on casting numbers and date codes or outside of castings. All factory casting marks must remain. (No 12 bolt heads or 12 bolt intakes)
- No aftermarket ignitions with adjustable timing controllers (must be mounted in clear view)
- No engine swaps must have been available in that make and model. Big blocks allowed in ¾ ton and heavier trucks
- Single OEM style carburetors, double pumpers allowed, and 4150 HPs allowed or factory EFI fuel injection, gasoline or diesel
- No nitrous allowed
- Gasoline engines must pull 17" of vacuum at 1000 RPMs
- No vacuum pumps except for diesel
- Must have full street legal exhaust, exiting behind the cab
- Aftermarket aluminum intakes allowed, dual plane only
- Must have factory engine accessories driven by the crankshaft, electric fans allowed
- Engine must be in stock location using the factory type motor mounts
- Radiator must be in the front of the engine
- No power adders, turbos, nitrous, etc. unless factory equipped

Drivetrain/Tires and Suspension

- Tires must be uncut DOT (All tires must be the same diameter and width)
- No suspension or steering modifications other than a lift kit
- No coil spring shocks, adjustable shocks or racing style shock
- No solid front axle conversions
- No trans brakes allowed (no air or electric shifters)
- OEM Style transfer cases only
- Must have all 4 working brakes

Frame and Body

- Must have required street equipment (lights, wipers, exhaust, etc.)
- Gas tank and battery must be in factory location, fuel cell allowed
- Must retain all factory interior and exterior components (lights, dash, etc.) racing seats allowed
- Must have unmodified matching body and frame
- Factory type bed floor, minimum of .092 steel or 3/16 aluminum plate
- No fiberglass body panels unless factory produced (no gutting or hollowing out of the hood)
- Must have all the factory crossmembers in place

Safety Equipment

- Must have minimum of 4-point cage

TSMRA Ole Heavy Class ¾ Ton**Ole Heavy Class ¾ ton Engine**

- Stock OEM cylinder heads and blocks that are factory production line installed in production vehicle
- No aftermarket ignition with adjustable timing controllers
- Gasoline engines must pull 17" of vacuum at 1000 RPMs
- No Vacuum pumps allowed, except for diesels
- Must have full street legal exhaust, exiting behind the cab
- Aftermarket aluminum intakes allowed, dual plane only
- Must have factory engine accessories driven by the crankshaft, electric fans allowed
- Engine must be in stock location using factory type motor mounts
- Radiator must be in the front of the engine
- No power adders, turbos, nitrous, etc. unless factory equipped

Drivetrain/ Tires and Suspension

- Must be a ¾ or 1-ton long bed truck
- Must have GM bolt Dana 60, Dana 70, or sterling rear end
- Tires must be uncut DOT (all tires, must be the same diameter, width, same brand type)
- 8 Lug wheels, no type of adapters allowed
- No suspension or steering modification other than a lift kit
- No coil springs, adjustable shocks or racing style shock
- No solid front axle conversion
- No trans brake allowed (no air or electric shifters)
- OEM style transfer cases only
- Must have all 4 working brakes

Frame and Body

- Must have required street equipment (lights, wipers, exhaust, etc.)
- Gas tank and battery must be in the factory location, fuel cells allowed with tank in factory location
- Must retain all the factory interior and exterior components (lights, dash, etc.) Racing seats allowed. Must have seating for 2.
- Must have unmodified matching body and frame
- No gutting of the hood allowed

Safety Equipment

- Minimum of a 4-point roll cage
- Fire extinguisher required
- Seat belts and helmet required

TSMRA Hot Street

Hot Street Engines

- Stock OEM cylinder heads and blocks that are factory production line installed
- Large port Vortec heads allowed in this class, no aluminum blocks or heads allowed
- No aftermarket ignitions with adjustable timing controller or electronic timing boxes
- Vehicle must have been available as a V8 to run a V8
- Big blocks allowed in full size only (engine must match make of body)
- Engine must be in stock position with factory type mounts (no motor plates)
- Single carburetors, no predator or Dominators, factory fuel injection allowed
- Gasoline engines must pull 15" steady vacuum at 1000 RPM's to be checked by tech official
- No nitrous allowed
- No vacuum pumps
- Open headers allowed, must exit down and back
- Aftermarket cast aluminum intake allowed (no sheet metal or tunnel rams)
- Radiator must be in front of the engine

Drivetrain/ Tires & Suspension

- Tires must be uncut DOT 39.5" or smaller
- No suspension or steering modifications
- No solid front axle conversions
- Trimming for tire clearance allowed
- Factory style suspension for the make and model of the truck (minimum 3 steel leaf's in the back and 2 in the front) must retain factory mounting points
- No fiberglass leafs, no coil over conversions
- Rear shocks may be relocated
- Fixed ladder bars allowed no floaters or sliders (both ends of the leaf spring must have bushing)
- No trans brakes allowed, power glide transmission allowed
- Electric or air shifters allowed
- Must have OEM transfer case
- Must have 4 functioning brakes
- Ford 9" rear ends allowed in all makes

Frame/Body

- Must have unmodified body and frame
- Must have all factory cross members in place
- No fiberglass panels unless factory produced, aftermarket hoods allowed
- Gas tanks and batteries can be relocated, but must be secured
- Factory type bed floor, .092 steel or 3/16 aluminum plate
- Aftermarket seats and harnesses allowed
- Must retain all factory interior and exterior panels (Windshield, dash, etc.)
- Lexan glass allowed inside windows and rear with roll cage

TSMRA Super Street

Super Street Engine

- Big Blocks allowed in full size only/ Engine must match make of body
- Engine must be in stock location, motor plates allowed
- Aftermarket heads allowed No Pro Stock style heads allowed
- Wet sump oil systems required; vacuum pumps allowed
- Single carburetor or factory fuel injection
- Open heads allowed
- Aftermarket cast aluminum intakes allowed/ no sheet metal or tunnel rams
- No ARC modules on ignition for traction control (no laptop or grids allowed in staging area)

Drivetrain/Tires & Suspension

- Tires must be uncut DOT type, maximum of 44" tires
- No coil over conversions
- Suspension must be the original type for the vehicle. No straight axle conversions, No altering of the OEM frame, No homemade 3 link suspension, no homemade radius arms. No sliders or floaters on the front spring.
- Firewall must be the original OEM including inner fender (metal may be added to cover holes in the original firewall) no cutting or moving of the original firewall - Sliders, floaters, ladder bars are legal in rear only - Fiberglass leafs are allowed in front and rear
- Call trac bars allowed
- Trans brake allowed
- OEM transfer case must be used and brakes on all 4 wheels
- No DANA 30 front ends in a full size (these are for ¼ ton vehicles and can only be run in those)

Frame/Body

- Must retain all factory interior and exterior panels (doors, dash, door panels)
- Must have been factory available as a 4WD
- Lexan allowed in all windows
- No fiberglass panels unless factory produced
- Trimming for tire clearance allowed
- Gas tanks may be relocated, but must be secured
- Factory type bed floor, minimum of .092 steel or 3/16 aluminum plate. No stock car sheet metal

Safety

- Vehicles require a 6-point cage, .093 tube minimum
- Racing seat with minimum of 5-point harness required
- Fire suit
- Helmet and seatbelt required
- Neck brace required
- All vehicles with electric fuel pump must have master disconnect switch

TSMRA Modified

Modified Engine

- Engine swaps allowed
- No engine setbacks, #1 spark plug must line up with the top ball joint
- Aftermarket cast iron blocks; no aluminum blocks allowed
- Ford A460 heads allowed
- Chevrolet SR20s allowed
- Blue thunder heads allowed
- No raised runner or splayed valves allowed, no B or C 460 heads allowed. Thor or pro stock heads not allowed
- No tunnel ram or sheet metal intakes
- Firewall modifications allowed but must be steel, equal to the original
- Single carburetor or factor EFI
- Modified factory style suspension allowed (no true 3 or 4 link suspension allowed) Fiberglass leafs and sliders allowed front and rear

Safety

- Minimum 6-point cage, .093 tubing thickness
- Race seats required with a 4-point harness at minimum
- Fire suit required
- Neck brace required
- Fire extinguisher required

TMSRA PRO STOCK

PRO STOCK

- Any DOT tire allowed, cuts allowed, no scoops allowed
- Any chassis, any fuel (NO nitrous oxide, power adders allowed)
- Alcohol injection allowed (no nitrous methane)
- Must have window nets or arm restraints if doors are removed
- Racing seat required
- Minimum of 6-point cage, .093 thickness
- Functional brakes
- Helmet required
- Neck brace required
- Fire suit required
- Fire extinguisher required
- Will be running nitrous blower class
- We will be running a 4- and 6-cylinder class at this event