

“Super Modified” Class

Frame/Chassis: Any type of frame/chassis is allowed. Drivers may use an original lawn mower frame or fabricate the entire frame. Engine must rest in front of the driver. Bottom of the frame at all points must be a minimum of 4” from the ground. Wheelbase of the mower may be a maximum of 50”, measured from front axle centerline to rear axle centerline. Mowers may not be equipped with a roll cage

Axles: Must meet the following requirements:

1. **Front Axle:** may be modified or completely fabricated. Maximum track width of the front axle is 40”, measured outside tire sidewall or wheel rim. Measurement will be at the widest point of the axle at the tire sidewall or wheel rim, if the wheel rim extends beyond the tire sidewall. Offset is allowed.
2. **Rear Axle:** Maximum track width of the rear axle is 40”, measured from outside tire or wheel rim to opposite outside tire sidewall or wheel rim. Measurement will be at the widest point of the axle at the tire sidewall or wheel rim, if the wheel rim extends beyond the tire sidewall. Offset is allowed.
3. **Suspension:** No suspension or springs are allowed. Axles must be firmly attached to the frame and may not move independently of the frame

Bumpers: Bumpers and rub rails must be a minimum of 3” and a maximum of 5” from the ground to the bottom rail. Bumpers and rub rails are mandatory and must be constructed of round or square tubing. Both bumpers and rub rails must be a minimum of 5” and a maximum of 8” in height over the entire length of the bumper. Bumpers must be no narrower than 2” in side the outside sidewall of the tires and no wider than the outside sidewall of the tires. Rub rails may be no wider than 1” beyond a line measured from the sidewall of the front tire to the sidewall of the rear tire on either side of the mower. Bumpers must have a minimum of 2 crossbars attached to the top and bottom rails of the bumper. Bumpers and rub rails must not have any sharp edges or corners. Bumpers must but at a 90 degree angle to the ground.

Tires: All tires used must either have the word “TURF” molded into the tire, or be specifically approved by a minimum of three members of the rules committee. Any type of performance compound or competition kart tire is NOT allowed. If a driver has any doubt of the legality of a certain tire, it is highly recommended that the tires be approved before purchase.

Wheels: open to any size/type that is desired. Wheels may not be attached to the mower with C or E type clips. They must be securely fastened with some type of pin, bolt, nut, or combination thereof. Reinforcement of wheels is recommended but is not required.

Driveline: Drivers may use any type of driveline they desire.

Steering: Steering system must be reinforced, and may be modified in any way. Stock steering gears must be removed and replaced with an approved mechanism, approval based on tech inspector’s discretion. All steering joints must be heim joints; they may not be stock ball and socket type joints. All bolts used in the construction of the steering must be grade 8. Steering wheel must be either round or butterfly type.

Starters: Mower must be able to start without assistance. All mowers to be equipped with either a pull type, or electric starter, and these must be used. Mowers equipped with electric starters are required to have a battery capable of starting the engine mounted on the mower.

Bodywork: Must use an original lawnmower hood and original lawnmower fenders. These parts may be modified or reinforced in any way to provide additional access to mechanical parts, for improved appearance, or increased durability, ect. Bodywork may not be wider than 40”, and must not have any sharp edges.

Engine: Must be originally manufactured for use in lawn mowing equipment, be vertical shaft, be 33 cu. in. or smaller as delivered from the factory, have only one cylinder, and have lawn mower carburetor and intake. The only modifications allowed to the entire engine are as follows:

1. Governor and all parts related to the governor may be removed.
2. Air intake before carburetor may be removed/replaced.
3. Exhaust muffler may be removed/replaced with an exhaust pipe.
4. Engine breathers may be modified in any way, and if desired, additional breathers may be added.
5. Engine bore may be increased a maximum of .030" over standard 33 cu. in. bore to allow for rebuilt motors.
6. OEM engine cylinder head may be ported and polished, but must maintain original size and type valves, pushrods, and rocker arms to the head used. May use aftermarket valve springs and valve retainers. No modifications are allowed to the chamber of the cylinder head.
7. Head may be planed to ensure proper gasket seal, but excessive planing is not allowed. The head may not be planed enough that valve clearance is an issue.
8. Compression release lobe may be removed from the camshaft.
9. Carburetor/Intake may be modified in any way desired.
10. Installation of an aftermarket Billet Aluminum flywheel is recommended, but not required.
11. Internal "syncro" balance of the engine may be removed and replaced with aftermarket counterweights. OEM crankshaft and piston is required, aftermarket connecting rods ARE allowed. Aftermarket balancer arms ARE allowed.

Fuel: No exotic fuels are allowed, (methanol, nitro methane, etc.) however, racers are not required to use pump gas, and high-octane racing fuels are allowed.

Any other engine modifications are not allowed, this includes the motor's camshaft. Only the modifications previously listed are allowed. All internal and external parts used must be original equipment or equivalents of such, with the exception of those parts specifically listed in the previous section. No modifications of original parts, other than modifications listed above, to improve performance of the motor are allowed. No power adders. (Nitrous, Turbo-chargers, etc.)

A list of approved engine building practices and modifications to the stock engine block follows the full list of rules. These modifications are in addition to the previously listed modifications.