



2016 MRA GENERAL RULES

The Mud Racers Association is the official sanctioning body for the MRA National Mud Racing Series. The goal of the MRA is to provide our participants with the experience of a national level event series.

The general philosophy of the MRA is to maintain stability and parity within the rules. Over time small changes will have to be made. The MRA will make its best effort to implement any and all rule changes during the winter months so competitors may prepare for the upcoming season.

Before participating in a MRA sanctioned event it is your responsibility to review and familiarize yourself with the MRA General Rules and Safety procedures along with the class rules.

If there are sections in this rule book that need clarification, please contact the MRA Board at the following e-mail mra.secretary@yahoo.com or on the message board of their web site www.mudracersassociation.com

ASSUMPTION OF RISK

Mud racing is a dangerous sport for participants, for the purpose of this rule book, participants will be defined as any person directly, or indirectly, associated with any vehicle, that has been permitted to enter the event site for the purpose of competition, racing, etc. including, but not limited to the owner, driver, crew, sponsors, family and/or any other people involved with said vehicle. In addition, any person or persons engaged in selling or displaying products will be defined as participant as well.

Participants may suffer bodily injury, death, loss, or damage to property during a MRA sanctioned event. Participants who enter a MRA sanctioned event are acknowledging that the event site is suitable for racing and that they understand and assume the risks that relate to mud racing events.

Participants must acknowledge that by participating in the events that they may suffer injury, death, loss, or damage to personal property. The participant voluntarily assumes the risk of such losses and agrees to indemnify the Mud Racers Association, MRA officials, MRA staff, event sponsors, the track, the race officials, and other participants and / or officials for such losses and agrees to not sue such persons for such losses.

All participants are required as a condition of entering the track; to sign all required forms, including such releases as determined by the MRA as well as the host tracks requirements.

The MRA makes no representation, or express or implied warranties, that the compliance with the rules and regulations posted in this rules book or the safety requirements published by the host track or sanctioning body will guarantee against injury or death to spectators or participants or damage to personal property. The rules and conduct guidelines set within this rulebook, and the safety rules set forth by the tracks sanctioning body are intended solely as the minimum acceptable standards. Safety is the responsibility of the participants of the event.

GENERAL AND SAFETY RULES

- 1) All competitors shall be at least 16 years of age with a valid driver's license to participate. Under 18 competitors must provide written parental consent and can compete in MRA Sportsman classes only.
- 2) No alcohol or drugs permitted. This policy will be strictly enforced and presence of alcohol or drugs will automatically disqualify the driver and vehicle from competition.
- 3) No riders permitted in vehicle.
- 4) All participants and crew members shall present themselves in a neat and professional manner (shirts and pants mandatory) at all times during the event (Driving suits, overalls or matching crew uniforms (Shirts or shirts and pants) recommended).
- 5) The appearance of your vehicle should be presented in a clean and professional manner. Offensive Graphics, pictures, lettering are not acceptable.
- 6) In the event of disqualification of vehicle, no refunds will be allowed.
- 7) It is mandatory that a licensed driver be seated in the normal driving position any time the engine is running, including pit area, staging lanes, turn around and return roads. Failure to follow this procedure will result in disqualification.
- 8) No high-speed driving or "hot-rodding" will be tolerated anywhere except on the race track. **NO WARNING WILL BE GIVEN.** These actions are grounds for immediate disqualification.
- 9) The track's "Tech Official" will have final approval of a race vehicles legality and safety for any and all classes. The tech official will have the right to call for a re-tech OR disqualify any vehicle that they feel does not meet the safety requirement. (Refusal to comply with a re-tech - will be automatic disqualification).

Protest Procedures

1. Participant protests may only be filed by the driver or registered vehicle owner competing in the same event, in the same class as the vehicle being protested.
2. Any protest must be made within 30 minutes of class competition. The protest must be made in writing and must specifically identify in detail the nature of a single violation and must be accompanied by the protest fee of \$200 cash.
3. *The Tracks Tech Official* - present at the event will investigate and decide the protest as promptly as possible and shall inform the parties of the protest his decision.
4. If the protest is sustained, the protested racer will be disqualified from that class only. Adjustments in pay and standings will be made, and the protest fee will be returned to the protesting racer.
5. If the protest is over-ruled, \$150 of the protest fee will be awarded to the racer who was protested and \$50 will be given to the Race Promoter.
6. *The Track's Tech Official* reserves the right to reject any protest that it determines, in its sole and absolute discretion, is frivolous or intended to harass another participant or to otherwise gain some unfair competitive advantage.

Clarification of classes

- 1) **For the purpose of safety rules: the following classes will be referred to as "Pro classes"**
 Fast Track classes — Open Paddles, Open Cuts, Modified Paddles, Modified Cuts, Outlaw Pro Stock, Pro Stock, Renegade, Outlaw Super Stock and Super stock classes,
 Pit classes #3 through #9 will be considered Pro-classes.
 - 2) **For the purpose of safety rules: the following fast track classes will be referred to as "Sportsman Classes"**- Hot Street, Street Stock and Consistency)
- NOTE: All Pro-Class vehicles running in Consistency class must comply with the safety guidelines of the Pro-class they fit into as per tech.*
- 3) **For the purpose of safety rules: Hill and Hole Classes #3, #4, #6 and the Tractor Tire classes, Will be considered Pro-classes.**
 - 4) **For the purpose of safety rules:** All other classes in the categories of Pit and Hill and Hole - will be considered as Sportsmen classes.

DRIVER SAFETY

- 1) All classes require each driver to wear a safety approved SFI31.2 or newer helmet.
- 2) To maintain safety and professionalism a SFI 3.2A-1 fire suit is highly recommended in all sportsman classes,
- 3) SFI 3.2A-1 fire suit, neck collar, gloves and shoes are mandatory in all pro classes. (A SFI 3.2A-5 fire suit is highly recommended).

NOTE: All Nitrous and alcohol classes require the addition of a SFI 3.2A-5 fire suit OR a SFI3.2A-1 fire suit with the use of nomex underwear. (Including gloves, shoes, neck collar and head sock).

- 4) All race vehicles in the "Pro and Sportsman classes" are required to have attached to the vehicle, in plain view, a fully charged, 2 1/2 lb. (minimum) dry chemical or CO-2 fire extinguisher with a dial gauge, approved by ICC, UL or Coast Guard, and equipped with a suitable quick-release bracket. Extinguisher must be securely mounted within driver's reach (in front of or to the side of driver). Behind the driver is not acceptable.

It is highly recommended that all vehicles in the Pro classes running alcohol and/or nitrous should have an onboard fire system (Hy-Ion or cold fire) installed per manufacture reconditions. Activation must be accessible by the driver while secured in the driver's seat with a 5 point harness.

- 5) In the Sportsman classes, Stock factory seat belt / shoulder belts allowed. Vehicles equipped with a racing seat (or seats) shall incorporate the use of a minimum of a 4 point harness for the driver).
- 6) A 5 point safety harness is required for the driver in all pro classes.
- 7) Arm restraints or a window net is required for all drivers/vehicles that do not have glass/Lexan present in the driver's door. Arm restraints are required for drivers in all vehicles that do not have a door and/or top on the vehicle.

GENERAL VEHICLE REQUIREMENTS

- 1). All BOG or "Hill n' Hole" Vehicle must have rigid front and rear hitching point.
 - (a) Tow hook retaining clips required.
 - (b) Hitching point must be easily accessible and of substantial construction. No chains, straps, cables, or frame rail holes permitted.
 - (c) If you are using your stock or add-on bumper, the mounting brackets must be at least 1/4" thick.
 - (d) A rear axle hitching point is acceptable on vehicles with 3 or 4-link suspension, subject to Tech approval.
 - (e) A pintle hook (rather than a clevis) will pass as long as the top jaw locks and releases.

- 2). In all Fast Track & Bog Classes: No staging devices allowed.

GENERAL BODY & CHASSIS RECOMMENDATIONS :

Chassis materials should meet or exceed MRA's minimum recommendations. **These are minimum recommendations** and do not imply nor guarantee a drivers or vehicles safety.

Roll Bars:

- 1) All vehicles with a soft or removable top must be equipped with a roll bar and two (2) support bars (a full 4-point cage is recommended).

- 2) Roll bars or Roll Cages should be securely fastened to the vehicles frame/chassis.
 - a) Roll Bars should be a minimum of 1 5/8" x .134 wall mild steel tubing or equivalent.

- 3) Manufactured or purchased "show" or "dress" bars mounted in the cab or bed are unacceptable.

Roll cages:

- 1) All Pro class roll cages should be substantially constructed and designed, a minimum of 1 1/2" x .090. **However these are minimum standards and do not imply nor guarantee a driver's or vehicle's safety.**

- 2) All weld joints should conform to approved welding procedures and standards set forth by the ASME (American Society of Mechanical Engineers)

- 3) Firewall and floorboard must be of adequate construction to protect driver from engine and driveline components. (0.030 steel or 0.060 aluminum recommended)

GENERAL DRIVE TRAIN REQUIREMENTS

- 1) All pro class vehicles are required to have driveshaft loops and U-joint guards.
 - (a) Driveshaft loops must be of substantial rigid construction (3/16" steel or 1/4" aluminum recommended). All mounting bolts must be a minimum of 5/16" diameter.
 - (b) Each driveshaft must have a minimum of 2 loops. If a vehicle has a shaft no longer than 24", 1 loop, properly centered, will suffice.
 - (c) Loop location is to be no less than 6" and no more than 12" from the end of the shaft (u-joint) and 1" past slider on end with slip joint or 3 loops must be evenly spaced so that if the slip joint breaks, shaft will not drop.
 - (d) In addition to the above - All pro-class vehicles are required to have u-joint guards or shielding around all exposed u-joints. . Guards will be 360 degree, 3" wide. Guards will be made of 1/4" aluminum or 1/8" steel, secured with minimum 5/16" hardware.
- 2) Transmissions must be properly shielded or SFI approved case. (NOTE: Non Planetary - gear driven units do not require shielding or blankets (I.e. SCS or Pro-fab units etc.).
 - (a) All vehicles are required to have a SFI approved Flex plate or Fly wheel.
 - (b) Mechanical clutch equipped vehicles must have SFI approved bell housing with block saver plate. Must be installed with approved manufacturer's hardware.
 - (c) All automatic transmission equipped vehicles are required to have a SFI approved transmission safety blanket, SFI approved transmission shield (It is also recommended that all pro classes install a SFI approved flex plate shield or bell housing). Or SFI Approved transmission case.
- 3) The running gear of each vehicle will be inspected to verify the safety of such critical parts as steering, brakes, welds, tires, and body and body mount.
- 4) All open chain driven transfer set ups must have a shield or guard of 1/8" steel (minimum thickness) or 3/16" aluminum covering the top and ends of the unit. All shielding must be securely mounted to the engine or frame structure to contain chain in the event of breakage. (Stock Frame can pass as end cover subject per tech approval) (Also see class rules).
- 5) All weight added to race vehicles must be securely attached per tech approval. Added weight must be brought to the attention of the Tech Inspector.

GENERAL ENGINE REQUIREMENTS

- 1) AH supercharged vehicles are required to use aluminum blower studs, belt shield and SFI approved blower restraints. (Blower and hat blanket and fuel line shield highly recommended)
- 2) All classes require a minimum of three (3) return springs on throttle:
 - (a) If equipped with solid throttle linkage -1 on pedal (or a toe loop) and 2 on carburetor(s) or injection systems.
- 3) Vehicles with (mechanical) aftermarket alcohol fuel injection systems must have a fuel shut off valve.
 - (a) The fuel shut off valve shall be securely fastened within the drivers reach while they are fastened in the driver's seat with a 5-point harness. **(NOTE:** A separate shut off is not required for stock OEM fuel injection systems in sportsman classes).
- 4) All Pro classes require a SFI approved steel harmonic balancer
- 5) The use of a SFI approved balancer is highly recommended on all modified engines in the sportsmen classes. **(NOTE:** Stock harmonic balancer allowed as long as the pulley diameter exceeds balancer diameter).

GENERAL COOLING SYSTEM REQUIREMENTS

- 1) At no time shall coolant lines or related hardware run through the driver's compartment.
- 2) At no time shall engine or transmission cooling devices or lines of any type be allowed inside the driver's compartment of the vehicle.
- 3) Radiators that have been relocated must be securely mounted to the bed or frame of the vehicle.
- 4) All coolant lines must be in good condition.

GENERAL IGNITION REQUIREMENTS

- 1) **Every vehicle must have an ignition kill switch.**
 - (a) The ignition kill switch must be within driver's reach while the driver is fastened securely in harness. (A stock ignition switch is adequate for Sportsman classes).
 - (b) The kill switch must be clearly labeled "KILL SWITCH" or "ON" and "OFF".
 - (c) Kill switch must shut power off to all electrical power (i.e.) pumps, nitrous and ignition systems etc.
 - (d) **Pro Class vehicles must have a master kill switch** mounted at rear as close to centered as possible (accessible when vehicle is on side or upside down). This switch must disconnect all battery power and shut off engine. Switch must be clearly labeled. (A second master switch within the drivers reach is highly recommended).
 - (e) **Magneto powered vehicles will need a relay to comply** (these can be supplied through many high performance parts outlets).
- 2) Electronic control system for clutch management or traction control devices (As per class rules).
- 3) The use of electronic, digital or programmable ignition boxes for ignition and nitrous control in the Pro-classes is permitted.
- 4) Data logging equipment is allowed in all pro classes.
- 5) With the exception of the "Modified" and "Open" classes which may use a separate (detached) battery pack and /or a funny car style starter. All other vehicles must have adequate battery power and starter on board to start the vehicle while the driver is securely fasten in the drivers' seat.
- 6) Vehicle batteries shall be securely fasten to the vehicle with proper hold downs to prevent it from coming loose in the event of an accident (No ratchet straps, bungee cords etc.) allowed. Batteries shall not be mounted in the driver's compartment. (An approved battery box or enclosure is highly recommended)

NO VEHICLE SHALL BE STARTED OR LEFT RUNNING WITHOUT A LICENSED OPERATOR IN THE DRIVERS SEAT

GENERAL FUEL SYSTEM REQUIREMENTS

- 1) Pro classes - Fuel cells allowed as per class rules
- 2) Sportsman classes - gas tanks should be in stock location or as per class rules. Fuel cells permitted as per class rules.
- 3) Fuel tanks/cells and fuel lines shall be isolated from driver's compartment by subfloor.
- 4) Tanks must have adequate latching gas caps.
- 5) Tanks must have sufficient capacity to make full runs.
- 6) Engine MUST be turned OFF during refueling.
- 7) NO pressurized fuel systems allowed. All fuel systems shall be operated by mechanical or electrical means only.
- 8) **Alcohol fuel use:** It is required that a 1/4 turn ball valve be installed, inline and within driver's reach while they are secured in the driver's seat.
- 9) With the exception of OEM fuel systems in the Sportsmen classes - No electronic controlled fuel injection systems permitted.
- 10) All fuel line must be in good condition.
- 11) Fuel cells that have been relocated must be securely mounted to the bed or frame of the vehicle.
 - (a) Fuel tanks (or Fuel cells) must be securely fastened with a minimum of 2 metal straps, (1" minimum width) secured with the proper hardware (3/8" minimum).

GENERAL NITROUS REQUIREMENTS

- 1) Nitrous Systems must be commercially available and installed per manufacturer's recommendations.
- 2) Nitrous line quarter turn ball valve.
 - a) It is required that a 1/4 turn ball valve be installed, inline and within driver's reach while they are secured in the driver's seat.
 - b) The 1/4 turn ball valve shall be capable of shutting off all nitrous supply from bottle(s) to solenoid(s).
 - c) If two N₂O bottles are used, both must have ball valves and must be on 1 cable to shut off flow.
- 3) The electrical power source for fuel pumps and nitrous switches must pass through the master kill switch. (It is highly recommended that a second kill switch be located within the driver's reach while secured in the driver's seat).
- 4) The Nitrous activation switch shall be loaded button (momentary switch).
- 5) Nitrous filter is highly recommended.
- 6) Heating of nitrous bottles by any open flame (Torch) is NOT permitted.
- 7) The use of any agents other than nitrous oxide as part of, or mixed with, is Prohibited
- 8) All nitrous bottles must be mounted securely whereas it or they are protected by the chassis.

GENERAL BRAKE REQUIREMENTS

- 1) All vehicles must have working and adequate brake systems. (Dual reservoir, dual master cylinders required).
- 2) **Four (4) Independent wheel brakes required for all classes running the Fast Track events.**
- 3) Vehicles running the **BOG PIT CLASSES ONLY** will be allowed the use of pinion brakes (as per class rules). **NOTE: 4 wheel brakes are highly recommended and shall become mandatory on all vehicles on January 1st of the 2013 season.**
 - a) **Pinion Brakes:** A minimum of 2 required (one on the front axle and one on the rear axle) rotors should be attached to the pinion yoke of the differentials. (No motor cycle style/type brakes allowed). Caliper brackets shall be of a minimum of 3/16" steel and securely mounted to the differential].
 - b). **All pinion brakes should be shielded.** A 360 degree shield (minimum of 1/8" x 3" steel or 3/16" aluminum) should be in place to prevent flying debris in the event of rotor failure.
- 4). All Brake rotors will be inspected for heat cracks, **NOTE: Rotors found with heat cracks will not pass tech inspection.**
- 5) Braking systems will be inspected and tested during tech inspection.
- 6) Steel brake lines recommended. (Flexible steel braided brake lines allowed as long as they are securely fastened)
- 7) Stock rubber flex lines to calipers are acceptable. (Steel braided flex lines recommended in all Pro classes).

GENERAL TIRE REQUIREMENTS

- 1) D.O. T. tires must have raised D.O. T. stamping on the sidewall.
- 2) Tires will be sized by manufactures, raised lettering on the sidewall.
- 3) No recapped tires will be allowed.
- 4) All lug nuts shall be in place
- 5) Tires allowed - as per Class rules