



2016 MRA POLICIES & PROCEDURES

TABLE OF CONTENTS

| | |
|--------------------------------------|-------|
| NATIONAL RECORD POLICY----- | 2 |
| POINTS REGULATIONS POLICY----- | 3 |
| POINTS SCHEDULE----- | 4 |
| POINTS SERIES FORMAT----- | 5 |
| PROTEST PROCEDURES_____ | 6 |
| PURSE SCHEDULE----- | 7-8 |
| QUESTIONABLE TIME POLICY----- | 9 |
| REACTION TIME TIE----- | 10 |
| TECH VIOLATION PROCEDURE----- | 11 |
| RUNNING ORDER PROCEDURE----- | 12 |
| STAGING PROCEDURE----- | 13-14 |
| TIMING SYSTEM FAILURE PROCEDURE----- | 15 |



NATIONAL RECORD POLICY

National Records: Back Up Time Required

Effective 2/8/2014, all national records shall be backed up by a minimum of five hundredths (.050) of a second.

Back up time for the new record shall be verified by at least 2 Representatives or a Representative and a Regional Director or Tech Official of the MRA.

The backup time may be taken from either the first or second run times if the margin is within five hundredths (.050) of a second.

THIRD PASS OPTION

At the discretion of the MRA Representative present at the event, a third pass may be granted.

The third pass may be run by the end of the race event at the discretion of the MRA Representatives present.

The competitor will be entitled to lane choice and a fresh track groom for the third pass for the purpose of being a **backup pass only**.

The third pass is **NOT** eligible to set a new record if the backup time is faster than either of the two competition passes.

This third pass is established for the purpose of verification of a new record only. The national record will remain "unofficial" until reviewed by the Board of Directors.



MRA 2016 Points Regulations for National events

NOTE: All participants must be active members in order to compete in a MRA points series events OR to receive event points.

- 1) Class points shall be awarded for the finishing position of each driver/vehicle as per MRA point's schedule.
- 2) Class points and Bonus points shall be awarded to the registered driver and vehicle. (The driver and vehicle on the registration form).
- 3) Bonus Points shall be awarded to each driver/ vehicle that attends and completes a legal run at a MRA sanctioned National Event. (Per MRA points schedule)
- 4) Total Points will be accumulated for the driver and vehicle for their finishing positions (Including any bonus points) at the end of each of the "Points Series Events" attended. Points shall continue to be accumulated for each driver/vehicle throughout the series for the remainder of the season.
- 5) No substitute drivers or vehicles shall be permitted during an event for the purpose of accumulating points. Substitute driver / vehicles (name or vehicle different from original registration sheet) may be allowed into a class at the discretion of the promoter, in the event of a driver/ vehicle substitution - points shall go to that substitute driver and vehicle.
- 6) A Driver and/or vehicle shall only be allowed to place once in a class.
- 7) A Driver may place twice in a class with two (2) separate vehicles.
- 8) At no time shall class points be transferred to or from one driver / vehicle to another driver / vehicle.
- 9) A Driver may transfer his driver/vehicle points to a new vehicle with prior permission from the MRA Board and under the following conditions: The original vehicle has been sold / destroyed or otherwise decommissioned from use by the original owner. (If it remains in service under the original driver - the original points shall stay with it and shall not be allowed to be transferred).
- 10). **NOTE:** The number of events utilized to calculate a participant's final point's position will be determined by the MRA Board prior to the start of the season.
- 11). In order to be considered a legal run and receive points at a MRA event, a registered driver / vehicle, under its own power, must stage and break the starting beam to start the timing clock.



2016 MRA POINTS SCHEDULE (10 POINT SYSTEM)

| | |
|-------------------------------------|------------|
| 1 st place..... | 100 points |
| 2 nd place..... | 90 points |
| 3 rd place..... | 80 points |
| 4 th place..... | 70 points |
| 5 th place..... | 60 points |
| 6 th place..... | 50 points |
| 7 th place and down..... | 40 points |

Bonus points:

National record : 20 Bonus points

a). All National records must meet MRA requirements.

Reaction Time Bonus Points : 10 bonus points will be awarded to the RT winner in each class at events where reaction times are available and the race has been designated as a RT Bonus Race.

In the event of cancellations or lower than expected number of races in a race season the points will all be tabulated if 3 races or less are held.



2016 National Points Series Format

2016 is scheduled for 5 national points races + 1 national championship finale.

The points championship format for 2016 will be as follows:

Out of the first 5 races, a maximum of 400 points may be carried over to the final race.

The 6th & final race points will be added to the amount of points the competitor carried over (400 maximum) from the previous 5 races.

Competitors will collect any competition points, national records points, and reaction time bonus points earned during the 6th and final race.

If a race is cancelled or the series is shortened, the points format will change respectively.

Example: 4 national points races + 1 national championship finale would result in a 300 point maximum to be carried over to the final race.

The MRA will recognize the top three points holders of the 2016 MRA Points Series in each class at the annual meeting.



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.



2016 MRA FAST TRACK Purse Structure

Open Paddles (points class) \$105 Entry Fee (\$2450 total purse)

1000
600
400
200
150
100

Open Cuts (points class) \$105 Entry Fee

100% Payback

Modified Cut Tire (points class) \$95 Entry Fee (\$2240 total purse)

900
500
400
200
150
90

Outlaw Pro Stock (points class) \$85 Entry Fee (\$1930 total purse)

800
400
300
200
150
80

Pro Stock Cut tire (points class) \$75 Entry Fee (\$1720 total purse)

700
350
250
200
150
70

Renegade (points class) \$65 Entry Fee 100% payback

Super Stock (points class) \$55 Entry Fee 100% payback



2016 MRA Bog Pit Purse Schedule

Open Bog \$100 Entry Fee (\$2600 purse)

1st \$1000
2nd \$600
3rd \$400
4th \$300
5th \$200
6th \$100

Tractor Tire \$100 Entry Fee (\$2600 purse)

1st \$1000
2nd \$600
3rd \$400
4th \$300
5th \$200
6th \$100

Pro Truck Pit \$80 Entry Fee (\$2050 purse)

1st \$800
2nd \$500
3rd \$300
4th \$200
5th \$150
6th \$100

Renegade 44 DOT \$50 Entry Fee (\$1275 purse)

1st \$500
2nd \$250
3rd \$200
4th \$150
5th \$100
6th \$75



QUESTIONABLE TIME POLICY

In the event that a timed pass in competition is questionable in relation to the national record and/or the class field at an event, all MRA officials present will confer to determine if the competition pass will or will not stand by a majority vote.

Invocation of this policy considers the prior or subsequent run of the questionable timed pass does not reasonable validate the questionable time.

If it is determined by a majority vote the questionable time will not stand, the racer will be allowed a rerun.

At the discretion of the MRA officials present (as not to burden the track/promoter's event schedule), the rerun will take place as soon as possible after the determination that a rerun is necessary. The rerun will be conducted in the same lane as the pass in question was made with the track in its normal grooming rotation. No special grooming will be conducted.

The race vehicle must be in compliance with the class rules for the rerun (i.e.: body, fuel, weight, etc.)



REACTION TIME TIE POLICY

In the event that there is a tie for the best reaction time in a class, the racer with the 2nd best reaction time of the driver's 2 passes will be determined the winner.

If a driver is only able to make 1 pass then the said driver forfeits the reaction time win in the event of a tie.

If both racers are unable to make a second pass then the winnings will be split 50/50.



TECH INSPECTION VIOLATION PROCEDURE

CLASS RULE VIOLATIONS

The tech official will determine appropriate class placement. The tech official may confer with MRA Representatives in attendance for clarification of class guidelines if needed.

SAFETY OR GENERAL RULES VIOLATIONS

In the event a safety or general rule violation occurs, the first offense will result in a tech fail and fix-it notification. Pictures and documentation of infraction will be noted.

Tech staff and promoter will have meeting prior to race to discuss all infractions. The promoter will have the ultimate decision of whether to allow the truck to run in competition.

If allowed to run in competition, the tech failed truck/driver is not eligible to collect MRA series points or claim a national record if a national record time is broken.

To become eligible to collect points or be recognized for a national record, the violation must be corrected and pictures submitted to the board for approval within 14 days of the date of the violation. If correction documentation is not submitted within 14 days from the date of the violation, the racer forfeits available points and national record recognition.

If the infraction is not corrected and/or documentation has not been submitted to the board, the truck will not be allowed to compete at any subsequent MRA national events during that season.

NOTE If a tech-failed race vehicle is allowed to run by the promoter and it breaks a national record, the driver will be given the opportunity for a backup pass as described above in the Back Up Time Required Policy. It is still the responsibility of the driver to complete the required correction procedure to become eligible for official national record recognition.

POST RACE TECH: At the end of each class, the top 6 vehicles must weigh out. No changes to the vehicle may be made after the second pass, prior to weigh out. If the vehicle does not meet minimum weight, the vehicle shall be disqualified from competition. If weight, nitrous, or fuel is added to the vehicle after the run and prior to weigh out, the vehicle shall be disqualified.



MRA CLASS RUNNING ORDER OPTIONS FOR NATIONAL EVENTS

NOTE: In the event that additional classes are scheduled for a MRA National event, The MRA sanctioned points series classes (Open, Modified, Outlaw Pro-stock, Pro-stock, Renegade and Super Stock) should be given priority over Non-sanctioned classes in the running order.

Fast Track Running Order:

Option #1

First and Second rounds Pro-stock class.

First round Open class.

NOTE: (top 3 finishers should be scaled before returning to the Pits)

First and second rounds of Outlaw Pro-stock class.

First and second Rounds of Renegade

First and second rounds of Modified class.

First and Second Rounds of Super Stock

Second round of Open Paddle class.

Option #2

First and Second rounds Pro-stock class.

First and second rounds of Outlaw Pro-stock class.

First and second rounds of Modified class.

First and Second rounds of Open class.

Any remaining MRA 100% payback classes.

Bog Classes Running Order:

First and Second rounds of Open

First and Second rounds of Pro Truck

First and Second rounds of Renegade

First and Second rounds of Super Stock

NOTE: In an effort to maintain a safer event / pit, the MRA recommends to run the fastest classes first). Tractor tire or Mega Truck classes should be run after MRA sanctioned classes.

NOTE: In the event that additional classes are scheduled for said event, MRA sanctioned classes should be given priority over Non-sanctioned classes.

The running order for the MRA bog and fast track classes at all MRA events should be determined in a joint effort by the promoter and the MRA prior to the start of the event



NATIONAL EVENT STAGING PROCEDURES

Staging area: the area used to line up the vehicles to run.

Staged: When a vehicle has entered the track and activated the staging beam on the starting system.

Procedure

- 1) All entries in a class shall register and draw numbers for their running position. (MRA membership required)
- 2) All entries will be staged and make their pass according to the running order they drew at registration. (Odd #- Left lane, Even # - Right lane)
- 3) With the exception of alternating lanes to make their second (2nd) pass OR if otherwise noted in this section or at the drivers meeting, all entries shall maintain said running order for both passes during the running of said class.

NOTE: A running order shall be displayed at the entrance to the staging area / tower or conveyed by track personal to the drivers in the staging area.

(In order to make for a smoother running program - Drivers need to make sure they know or find out the participant running order when they enter the staging area).

- 4) All entrants shall proceed to the staging area when called to do so for that class.
- 5) Once in the staging area, all entrants should be in their vehicles and ready to race.
- 6) All entrants shall be in the staging area prior to the starting of the class. If an entrant is unable to make it to the "staging area" OR is not in the "staging area" at the time of their scheduled pass - they shall forfeit that pass.

- 7) Once in the Staging Area, All entrants shall have the time it takes for the previous vehicle(s) to clear the track and enter the return road to start to stage (pull up to the line) with their vehicle. If a competitor fails to stage at that time due to mechanical problems a two (2) minute warning will be issued. If their vehicle is unable to stage at that the end of those two (2) minutes, they shall forfeit that pass.

NOTE: After beginning a class, a truck may not return to the pit area until the class is complete. If a special need occurs, it will be a MRA official's discretion. If allowed a MRA official must accompany the vehicle to the pit area.

NOTE: On a two (2) lane track the staged competitor in the other lane shall be allowed to make their pass without having to wait for the second competitor that is under the two (2) minute warning.

NOTE: The same procedure will be followed for the first and second round of competition.

EXCEPTION: *If a competitor is in the "staging area" and is unable to make either round due to mechanical problems - that competitor(s) will be given the two (2) minute warning to start to stage and make a pass at the end of round two (2) only. No grooming of the track shall be allowed prior to that run whether it is scheduled or not. If they are unable to stage and make their pass at that time - they will forfeit their opportunity to compete in that class.*

- 8) All entrants shall be allowed one (1) roll through only (to pack the track etc.) prior to staging for a pass.
- 9) Legal run: A vehicle must break the starting beam under its own power to be considered a legal run.

EXCEPTION: *If an entrant stages and then rolls through the starting beam due to a malfunction with their equipment, they will be allowed to re-stage for that run. This will be allowed one (1) time only and as long as the vehicle does not proceed past the 25 foot mark.*



TIMING SYSTEM FAILURE PROCEDURES

All tracks hosting a MRA National Event should comply with the MRA track safety guidelines as posted on the Home page of the web site. Among these guidelines are the requirements for the placement of the tracks timing system.

All timing systems shall have at least one (1) stage beam (NOTE: a pre-stage and a stage beam are preferred) for the purpose of staging vehicles in order to be approved for a MRA National Event and to establish MRA National Records.

In the event that a tracks approved main timing system (and if present any backup timing system) fails during a MRA National event, The MRA's timing system (or any others available) may be used. If NO timing system is available, at the discretion of the Rep's with agreement of the Promoter, the event may be Postponed OR Canceled.

In the event that a backup timing system is put into use at a National event and **NO electronic Staging system is available**, a alternative system of using a rope OR rubber band with stakes placed (per MRA Track Safety Guidelines) on both sides of the lanes may be used as long as the procedure is consistent for all entrants.

HOWEVER: While using any of the alternative system for staging, the times will be recorded as "Official" for the purpose of the final standings of the event and for the purpose of awarding "MRA series points" Only.

NO NATIONAL CLASS RECORDS SHALL BE ACCEPTED AS OFFICIAL WITHOUT THE PRESENCE OF AN ELECTRONIC STAGING BEAM (s) IN PLACE.

UNCOMPLETED ROUNDS: If the main timing system fails and a backup system is utilized without the use of an Electronic staging beam **prior to the completion of the First Round of any given class:** The times run on the failed system shall be disallowed and the entire class shall be re-run on the backup timing system.

NOTE: If the entire 1st round was completed prior to system failure - those times will stand.

NOTE: National records that are set on the tracks approved timing system, prior to any system failures - shall remain in place as long as they meet all other MRA requirements.