



# **RULE BOOK**

**2007**

# NATIONAL MUD RACING ORGANIZATION RULE BOOK

## Preamble

The 2007 NMRO Rulebook provides guidelines and minimum standards for construction and operation of vehicles used in NMRO and Special Events Performance Series events. As a general rule, unless optional equipment or a modification is specifically permitted by this Rulebook, it is prohibited.

The 2007 NMRO Rules are designed to provide for the orderly conduct of the motorsports events and to reduce the risk of injury to both participants and spectators during such events.

It is ultimately the obligation of each participant to ensure that his/her conduct and equipment comply with the applicable NMRO rules and regulations, as they may be amended from time to time.

No express or implied warranty of safety shall result from publication, or compliance with, these Rules.

They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others.

Any reproduction or reprints of the 2007 NMRO Rules are not permitted without the written consent of the NMRO or the Special Events Performance Series.

If, after reading the Rulebook, you still have questions, please call Bruce Haberstich at 574-534-2841, between 4:00 pm and 9:00 pm EST. As these phone lines are extremely busy, have your questions well prepared in advance. Tech questions may be sent to Bruce Haberstich at [bhaber1@verizon.net](mailto:bhaber1@verizon.net).

The [nmro.net](http://nmro.net) or [www.familyevents.com](http://www.familyevents.com) website is a great resource for rules and event information. Please check the website on a regular basis to learn more about NMRO and the Special Events Performance Series.

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# General Rules

## 1. Eligibility:

- 1.1-A participant must be at least 18 years of age, at the time of the Event, in order to compete in an NMRO event.
- 1.2-If a participant, who is in violation of the NMRO rules, seeks to enter and/or does enter an NMRO event through court action or appeal of the NMRO rules, any prize monies or award may be held in escrow until a final judgment is rendered.
- 1.3-To be eligible for points fund, contingency and/or other awards/bonus programs, a participant **must** display the required decals and/or uniform patches in their specified location. Competition number must be located between the front and rear tires on both sides of the vehicle. NMRO Tech Officials must approve location.
- 1.4-A vehicle must compete in a class before that driver may receive points, awards or purse monies.
- 1.5-Each driver of a vehicle entered in any event conducted by the NMRO must be a member of the NMRO. This applies to all Mud Drag Racers and Tough Truck Competitors. Participants involved in Burnout Competitions and exhibition vehicles are not required to obtain NMRO membership.
- 1.6-Each participant agrees that any disputes concerning any event, the rules of NMRO or any decision of NMRO officials whether or not incident to an event, shall be resolved pursuant to the procedures provided for in the NMRO Rules.
- 1.7-Each participant agrees to be bound by the rules of NMRO and any decision of the Competition Director, Event Manager or Appeal Board and agrees to voluntarily submit his/her vehicle for inspection or impoundment by NMRO to ascertain the legality of the participant's vehicle.
- 1.8-Each participant agrees to release and waive NMRO or the Special Events Performance Series from any liability related to the rules of conduct of the motorsports event.
- 1.9-The NMRO Rules are effective upon date of publication by NMRO, regardless of when a participant receives actual notice. The current NMRO rules are posted on the website: [www.nmro.net](http://www.nmro.net).
- 1.10-The NMRO Rules are applicable to all NMRO Sanctioned Events.
- 1.11-An amendment is effective upon date of publication by NMRO, regardless of when a participant receives actual notice.
- 1.12-Special Rules may be made by NMRO or Event Management for an event due to extraordinary conditions. Such special rules shall apply to the conduct of that Event, if they are published or announced prior to the commencement of the Event by means of a bulletin or pre-event meeting.
- 1.13-If a participant requires medical attention, by track or other medical personnel, the participant must be released by medical personnel before returning to competition. Failure to comply with advice of medical personnel will result in disqualification.
- 1.14-If a participant loses consciousness at anytime during an event; the participant cannot compete for at least seven (7) days and must be cleared by a physician.

## 2. Event Credentials:

- 2.1-In consideration of being allowed to enter and by being issued credentials (passes) to an NMRO event, the vehicle owner, driver, crewmembers and other holders of Event credentials agree as follows:
  - 2.1a-All rights to advertising, promotion, filming, recording, existing and other exploitations of the Event, the participants and vehicles entered in the Event and their activities at the site of the Event, before, during and after the Event and reasonably related to the Event, are reserved to the NMRO and its assigns.

2.2-Participants hereby grant the NMRO and its assigns:

2.2a-Full and unconditional permission to make still and motion pictures and any other type(s) of audio or visual recordings of them and their vehicle's participation in the Event and their activities at the site of the Event, before, during and after the Event and reasonably related to the Event: and

2.2b-The exclusive, worldwide and perpetual rights to use the same, together with their names, likeness and biographies of participants and the names, likeness and date of, or relating to, their entered vehicles for publicity, advertising, exhibition or exploitation, whether or not for profit, in print, audio, video and other communications media by reproduction and sale or other distribution by any and all means.

2.3-Participants agree:

2.3a-That without prior consent of the NMRO, they shall not take any still or motion pictures or make any audio or visual recordings of the Event, participants therein or activities at the site of the Event for use other than personal, in-home use of the participant or cause or permit others to do so or use the same.

2.3b-That NMRO shall have exclusive, worldwide, perpetual and universal use of any pictures or recordings made or used in violation of this paragraph.

2.4-Participants agree that, without prior written consent of the NMRO, they shall not offer for sale, sell, give away or otherwise distribute, at the site of the Event, any token, any souvenir, any product or anything of value, or permit others to do so.

2.5-Holders of credentials or passes are subject to and bound by the rules of the NMRO.

Those persons holding staging area/competition area credentials may be subject to and bound by additional restrictions.

2.6-Any transfer of credential or misuse of said credential is subject to a fine of \$500, forfeiture of the credential and ineligibility to hold a credential for a period of one (1) year.

2.7-NMRO staff or other Pit Control Officials shall retain the authority at all times to remove any person at their discretion.

2.8-The registration/entry clerks and/or Event Officials have the authority to refuse return of entry/registration fees and to revoke credentials for any participant whom they believe has fraudulently violated the entry/registration procedures.

### **3. Conduct: Disqualification, Ejection, Fines and Suspension**

3.1-All vehicles must be operated in a safe manner at all times within the confines of the pit area, staging lanes and track area.

**3.2-No participant vehicles may be operated in the show and shine area of the Event without prior authorization of the Event Management. Event Officials have the right to stop and disqualify any vehicle if it is not being operated in such a manner as would be considered safe.**

3.3-No riders shall be allowed on a vehicle when it is being towed or driven. No rider in or on any vehicle in the pit, track or adjacent areas. This includes tow vehicles of any kind.

3.4-Participants at NMRO events are expected, at all times, to conduct themselves in a professional and non-disruptive manner. Any participant who, in the sole and absolute judgment of NMRO 1) verbally or physically threatens another participant, Event Official, or any other person, 2) uses vulgar, abusive or derogatory language, 3) engages in unprofessional and/or unsportsmanlike conduct detrimental to the sport of racing, or 4) causes deliberate delay of the Event, or 5) otherwise creates a condition or circumstances that is unsafe, unfair, or out of order, shall have violated the rules and regulations of NMRO, creating just cause for disqualification, and/or ejection from the Event, and may also result in fines, probation and/or suspension.

3.5-Disqualification or ejection may result in the any or all of the following penalties:

3.5a- Participant will forfeit any prior placing, prize monies, contingency monies, points, and/or event awards.

- 3.5b- Participant may be fined. (Fine will be determined by Event Management.)
- 3.5c- In the event of disqualification of a vehicle, no refunds will be allowed.
- 3.6-Violation of these rules is final, non-appealable and non-reviewable. In good cause NMRO officials may, without liability, reverse, or revise their decisions.
- 3.7-The decision of Track Officials shall be final and non-appealable: provided, however, that with a showing of reasonable and good cause, the Track Officials may, without liability, reverse or revise their decisions.
- 3.8-Calls of judgment are not subject to appeal and shall be final.
- 3.9-Any violation pertaining to safety equipment may not be appealed.

#### **4. Apparel:**

- 4.1-**All members of the participant's crew must be properly attired when present in the staging or competition areas. Shoes are mandatory. Bare torsos, tank tops or muscle shirts are not acceptable in the staging or competition areas.**
- 4.2-Helmets are required in **ALL** divisions. The helmets must be SFI 31.2. **NO** modifications or alterations of the helmet are allowed.
- 4.3-It is highly recommended that **ALL** participants use the following **FULL FIRE PROTECTION**: a. head sock, b. fire resistant shoes (no leather boots), c. minimum SFI 3.2A-1 driving suit, d. SFI approved gloves.

#### **5. Running Order Draw Procedure:**

- 5.1-A participant's competition running order position will be determined by draw at the time of entry.
- 5.2-For each class entered, the participant will have one (1) number drawn per entry in the class. The number drawn at the time of entry is the number that will determine their competition running order position.
- 5.3-The numbers are not transferable.
- 5.4-The lowest number drawn will be the first number in the running order, for that class. The next highest number, in that class, will be the next number in the competition running order, etc.
- 5.5-Any multiple entries will be put into the running order using the same procedure.
- 5.6-Every opportunity will be afforded the participant so that back-to-back numbers will not appear in the running order. Those multiple numbers will be adjusted to the end of the running order, but may not appear last in that order.

#### **6. Entry/Withdrawal of Vehicle:**

- 6.1-Participants may enter any class in which the vehicle conforms to the rules.
- 6.2-To scratch a vehicle and receive refund of entry fee, the participant is required to notify Tech of their withdrawal prior to the start of the class.
- 6.3-If the participant doesn't officially scratch prior to the start of the class, the participant will forfeit his/her entry fee.
- 6.4-Once a participant has withdrawn from a class, that participant may not re-enter that class for that session.

#### **7. Staging and Timing:**

- 7.1-A participant must be ready to compete within 3 minutes after being signaled by the Staging Area Officials. Failure to stage upon the Starter's instructions is possible grounds for disqualification.
- 7.2-It is the participant's responsibility to present his/her vehicle to the staging lanes in the proper running position and be ready to compete when his/her position is reached in the running order. Any deliberate delay will mean disqualification.
- Note:** However, if the participant makes an effort to compete, every opportunity will be offered them to make their competition appearance.

7.3-Participants race against the clock for lowest Elapsed Time.

7.4-No vehicle shall approach the starting line until the signal to compete is given. Failure to follow this rule may result in disqualification.

7.5-Stage lights at the top of the tree indicate that a participant may approach the starting line and begin the staging process.

7.6-Once a vehicle reaches the front of the staging lanes for a run; it must be prepared to fire and race.

7.7-**Self-start and self-stage.** NMRO will allow the Funnycar style remote starter to be used in the pre-stage area only. The starter must be properly guarded and when you are told to go to the starting line, if the vehicle dies or loses power you will not be allowed to fire with the remote starter (unless you were instructed by a NMRO safety official to shut down). If you are using this type of starter, it does not allow you any extra pit people into the infield. No vehicle will be allowed to be pushed or pull started.

7.8-The final staging motion, using applied power, must be in a forward motion, going from pre-stage to stage position.

7.9-The application or use of any device, mechanical or electronic, that permits the driver to ascertain the position of their vehicle in relation to the starting line is prohibited. Only visual observation of track equipment may be used to ascertain vehicle position.

7.10-Once you are sent to the starting line, be ready to race. A reasonable amount of time will be permitted to stage.

7.11-Pick your line, make sure the other racer has advanced to start line before you bring pre-stage light on. After **both** lanes' pre-stage lights are lit, racers then must stage.

7.12-If both drivers of a race leave the line before the start system is activated, both are disqualified.

7.13-Any driver leaving the starting line before the start system is activated, including a single (bye) run, will have their time disqualified for the run.

7.14-If the start beam is broken before the tree goes green; a foul start is indicated by a red light.

7.15-A green light, on the tree, indicates a legal start.

7.16-Vehicles which go out of bounds or hit any of the stakes between the start and finish line will be disqualified.

7.17-Contact with guardrails, barriers or any other track fixture is grounds for disqualification. (Rubber cones, when used, are considered visual devices and not fixtures.)

7.18-Intentional crossing of the boundary lines to leave the course to avoid depositing debris on the track, or avoid contact with another vehicle is not grounds for disqualification.

7.19-All National Records will be based on Elapsed Time (E.T.).

7.20-Payout and points will be based on Elapsed Time.

(A) Tie Breakers will revert to the fastest reaction time

(B) If Tie persists the winner will be determined by the first to post the time

7.21-Bonus for Reaction Time will be set in each class.

## **8. Qualifying (Tough Trucks):**

8.1-To constitute an official qualifying attempt, all vehicles must self-start and self-stage.

8.2-Qualifying order and lane will be determined at the drivers' meeting, by random drawing.

8.3-Vehicles will have at least one (1) opportunity to qualify. If a second opportunity is given, the faster of the two (2) qualifying times will be used in determining the ladder.

8.4-If a vehicle jumps the starting command, the vehicle is disqualified.

8.5-Vehicle must meet obstacle (ramp) with the two front tires.

8.6-If a vehicle does not meet the obstacle with the **two front tires a two-second penalty will be assessed and added** to the vehicles qualifying time.

8.7-If vehicle misses the ramp completely, the vehicle is disqualified.

8.8-If a vehicle touches an obstacle or barrier; a two second penalty will be assessed and added

to the vehicles qualifying time.

8.9-If a vehicle crosses into the opposing lane and hampers the other competitor progress, the vehicle is disqualified.

8.10-Vehicles must stay in the same category entered, with one registered driver, for the duration of the event.

8.11-All qualifiers must have a valid Elapsed Time to be placed in the elimination competition unless bracket can't be filled.

## **9. Ladders (TT):**

9.1-Category pairings are based upon established NMRO "ladder" charts. Elapsed Times, from qualifying rounds will determine Ladder positions. (16 vehicle ladder: 1-16, 3-14, 5-12, 7-10, 8-9, 6-11, 4-13, 2-15.)

9.2-Once established, pairings are not changed unless NMRO determines there is adequate justification for a change.

9.3-If a qualifying vehicle is not able to make the first round, the truck with the fastest qualifying time will take its place. That truck will be bracketed into the spot of the truck not able to make the round. If the next fastest vehicle is not able to compete, the next fastest vehicle will be bracketed and so on.

9.4-If no vehicle can be ready to fill the position, the truck in the open bracket will receive a single pass (bye run).

9.5-In situations where fields are not filled, such as 14 vehicles entering a 16-vehicle field, a 16-vehicle ladder will be used. The number 1 and number 2 qualifiers could receive "bye" runs.

9.6-In situations where a driver is making a single pass (bye run), he is considered the winner once he stages and receives the start signal, however, the driver must complete the course.

## **10. Lane Choice (TT):**

10.1-Lane choice is determined by Elapsed Time. Elapsed time is used for lane choice only.

10.2-The driver with the better qualifying Elapsed Time gets first round lane choice, and in subsequent rounds, lane choice goes to the driver with the lower Elapsed Time in the previous round.

10.3-In some cases, competing drivers are to determine lane choice by a coin toss or a random lane assignment.

10.4-If a competitor crosses the boundary line on a single pass (bye run), the Elapsed Time is voided for lane choice determination.

10.5- If a competitor jumps the starting command (or a red light) on a single pass (bye run), the Elapsed Times is voided for lane choice determination.

## **11. Elimination Finals (TT):**

11.1-The final round is a heads-up race; the first truck to the finish line is the winner. Elapsed time is not considered in determining the winner.

11.2-A participant must be ready to compete within 3 minutes after being signaled by the starter. Failure to do so is possible grounds for disqualification.

11.3-If a vehicle leaves the starting line before the start system is activated, the vehicle is disqualified.

11.4-If a vehicle crosses the center line, between the lanes, the vehicle may be disqualified.

11.5-If a vehicle misses a ramp completely, the vehicle is disqualified.

11.6-If a vehicle knocks a barrier or course marker down, the vehicle will be disqualified.

## **12. Protest Procedures:**

12.1-Participant protest may only be filed by the driver or registered vehicle owner competing in the same event, in the same category as the vehicle being protested.

12.2-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 the violation and must be accompanied by the protest fee of \$250 cash.

12.3-The Competition Director shall investigate and decide the protest as promptly as possible and shall inform the parties of the protest of his decision.

12.4-If either of the parties does not accept the decision of the Competition Director; the written protest shall be forwarded by the official to the Event Manager for a determination.

12.5-The purse of the involved category will be held in escrow as to any competitor who could be affected by the protest until a final determination has been made by the Appeal Board or by the Event Manger.

12.6-The Event Manager shall determine the merits of the protest and if the protest is sustained, impose the prescribed penalty or such lesser penalty as he determines appropriate.

12.7-The protested participant and the protester shall be notified in writing of the determination. The notice shall include the violation and the penalty imposed.

12.8-All items of protest shall be \$250.

12.9-If the protest is sustained, the protest fee, less the cost of any required inspection, will be returned to the protesting member.

12.10-If the protest is not sustained, the protest fee, less the cost of any required inspection will be forfeited to the protested member.

12.11-All protest decisions or suspensions are appealable to an Appeal Board consisting of the NMRO Tech Director, NMRO Official's not involved in the protest and the Vice President of Events for the Special Events Performance Series.

12.11-a: In order to appeal the decision of the Event Manager, the appealing member shall make a written request for an appeal delivered to the NMRO National Office within ten (10) days of issuance of the written notice of the imposition of the penalty.

12.11-b: The Appeal Board shall meet as necessary to promptly consider all appealed protests. Hearings will be held as soon as possible after adequate notice of the hearing date and place has been given to the involved parties.

12.11-c: The Appeal Board shall establish the procedures for the conduct of the appeal that will be appropriated for the matter protested. Such procedure must allow the parties involved the opportunity to personally, but not through a representative or attorney, present their position or facts at the hearing.

12.11-d: A majority of the Appeal Board shall constitute a quorum for determination of any appeal and a majority of those present shall effect the decision.

12.11-e: In addition to a determination of the violation of a protest, the Appeal Board shall have the authority to modify the penalty imposed in order to achieve an appropriate penalty.

12.12-Any violation pertaining to safety equipment may not be appealed.

12.13-NMRO reserves the right to reject any protest filed 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.

### **13. National Record Procedure:**

13.1-National Records are kept in all classes of mud racing.

(Records in other classes will be maintained for future National Records and awards.)

13.2-Each record run is made under close observation of starting procedures, running, finish, and timing.

13.3-Each vehicle is thoroughly inspected to determine its compliance with class requirements.

13.4-A participant cannot set records with 1 vehicle, and then compete in eliminations with another vehicle.

13.5-Only the driver holding the record at the conclusion of the event will be credited with the record. A driver setting, then losing, a record at the same event will not receive credit for establishing a record.

## 14. Points System:

14.1-All points are awarded to the driver and vehicle; points cannot be transferred under any circumstances.

14.2-Points are not transferable from one category to another.

14.3-If an event is postponed for any reason prior to the start of eliminations for that category, it is necessary that any vehicle and driver still eligible for event competition be in attendance at the rescheduled date to be eligible for all points and awards based on elimination racing.

14.4-If an event is disrupted and rescheduled due to weather or other conditions after eliminations for that category are in progress, participants unable to return will be awarded points up to the round completed before postponement.

14.5-Points may be withheld from any participant who fails to display the NMRO or specialty series specified decals.

14.6-The NMRO Competition Staff has the option of allowing participants whose vehicles have experienced irreparable damage to leave the event prior to eliminations, yet retain points and awards. Participants must notify Tech Director to arrange for this allowance.

14.7-Any participant disqualified for mechanical non-compliance loses all points and awards for that particular event.

14.8-In cases involving rule infractions of a flagrant nature, as determined by the NMRO, the participant will be awarded no points or awards for that event.

14.9- Tough Truck points and awards are based on a round loss basis, not simply on qualifying.

### 14.10-Points– Mud Drag Racing

25 points for National E.T. Record.

#### **Reaction Time Bonus:**

20 points for quickest R.T. in each class.

#### **Mud Drag Racing Placing Points:** (Single Pass Format)

1st-100, 2nd-95, 3rd-90, 4th-85, 5th-80, 6th-75, 7th-70, 8th-65,  
9th-60, 10th-55, 11th-50, 12th-45, 13th-40, 14th-35, 15th-30,  
16th—rest of legal runs-20.

DQ: 15 points, Did not Start: 10 points

### 14.11-Points—Modified Tough Trucks:

(16-truck bracket—8-truck bracket)-

Winner:	200
Runner-up:	160
3rd Round loser:	120
2nd Round loser:	80
1 <sup>st</sup> Round loser;	40
Did Not Qualify:	10

## Tough Trucks - Stock Class

### Explanation of Contest:

The Tough Trucks Stock Class contest is a timed obstacle course. The course design will vary at each Jamboree depending on the local terrain. Contestants should check the event schedule for Tough Trucks times. To enter, sign up at Tech Inspection.

### Classification:

Tough Trucks vehicle classification will be determined at Tech Inspection. NMRO will make the final decision on vehicle classification. Vehicle will have 1 classification per weekend and this classification may not be changed.

## **Tough Trucks Awards: Stock**

Awards will be issued to the top 5 for the weekend. The fastest time of the day will be awarded each day.

### **Vehicle Requirements:**

The vehicle must be an ordinary 4-wheel drive truck or sport utility vehicle **With the Intent of Being Stock**. The vehicle must be owned and operated by a registered Jamboree participant.

### **No Spectator Vehicles Will Be Allowed.**

#### **Policy:**

1. Must be a licensed driver and at least 18 years of age to participate in contest.
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. Any participant who refuses to take a Breathalyzer test, or fails test, will be disqualified immediately by the Tech Inspector.
3. 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.
4. No high-speed driving or "hot-dogging" will be tolerated in the Tech or Staging areas. **NO WARNING WILL BE GIVEN**. These actions are grounds for immediate disqualification of vehicle and driver by Event Management.
5. Management reserves the right to re-tech a vehicle for any reason and also reserves the right to disqualify or deny any driver the right to compete if management feels either is unsafe for any reason.
6. NMRO decision on vehicle's eligibility is final.

#### **General:**

1. Vehicle must be in overall good shape and safe operating condition.
2. Truck body must be firmly attached to chassis.
3. Loose objects must be removed from interior of truck & bed.
4. Each vehicle's battery must be securely held in place. (No straps, rope, expando cords, etc.)
5. **All Vehicles With Any Type Of Removable Top And All Open Vehicles Must Be Equipped With A 6-Point Roll Cage And Be Tied Into The Frame Of The Vehicle In No Less Than 4 Places.** (This includes all Jeeps.)
6. Must have front and rear tow hooks with keepers. No trailer hitches.
7. Vehicle **MUST** be equipped with a working transmission neutral safety switch, and operable forward and reverse.
8. Vehicles must have glass side windows rolled down completely during competition.

#### **Driver Safety:**

1. Driver must wear a safety approved full-face helmet, long pants and a sleeved shirt (i.e., no tank tops). Each driver must provide his/her own helmet.
2. A safety approved neck collar is required. Each driver must have a minimum of a 4-point harness with his/her own neck collar.
3. Each vehicle will be required a 2 shoulder straps and a lap belt. A "Y" styled RACING harness will be accepted.
4. All harness mounting brackets should be attached directly to the frame or chassis of truck and installed to limit the driver's body travel both upward and forward. Do not mount to sheet metal floorboards. **Under No Circumstances Are Bolts To Be Inserted Through Belt Webbing.**
5. Drivers must stay on designed course or may be disqualified.
6. Driver's hands and feet must be inside the drivers' compartment at **ALL TIMES** while competing.
7. Must have a secure, 2 1/2 lbs. fire extinguisher, with a dial gauge on board, within reach of the driver.

**Engine:**

1. Maximum of single 4-barrel carburetor, naturally aspirated (factory options allowed).
2. No superchargers allowed.

**Fuel:**

1. Gasoline and diesel fuel only.
2. If vehicle is capable of running nitrous, the bottle must be removed and lines disconnected at the solenoid.

**Exhaust:**

1. All vehicles must have muffler and it must be firmly attached.

**Brakes:**

1. Factory system must be in good condition and fully operational.

**Chassis/Suspension:**

1. Suspension system must be stock factory or acceptable OEM replacement.
2. Aftermarket lift kits acceptable.
3. Front suspension is only allowed a maximum of 2" block.
4. Must have a stock chassis.

**Tires:**

1. D.O.T. only. No recaps or tread alterations.

**Body:**

1. Full body is required and must retain truck appearance.

## **Tough Trucks - Modified Class**

**Explanation of Contest:**

Modified Tough Trucks is a side-by-side, bracketed contest on an obstacle course. The course design will vary at each Jamboree depending on the local terrain. The course is designed to challenge the driver's skills. Contestants should check the event schedule for Tough Trucks times. To enter, sign up at Tech Inspection.

**Classification:**

Tough Trucks vehicle classification will be determined at Tech Inspection. NMRO will make the final decision on vehicle classification. Vehicle will have 1 classification per weekend and this classification may not be changed.

**Tough Trucks Awards: Modified**

16 Truck Purse breakdown: \$2,000

1st place -	\$500
2nd place -	\$300
3rd Round loser:	\$175
2 <sup>nd</sup> Round loser:	\$100
1 <sup>st</sup> Round loser:	\$ 56

**Single Pass Payout:** 1-\$500, 2-\$300, 3-\$200, 4-\$150, 5-\$125, 6-\$100, 7-\$100, 8-\$100, 9-\$75, 10-16: \$56.

## Vehicle Requirements:

The vehicle must be an ordinary 4-wheel drive truck or sport utility vehicle. The vehicle must be owned and operated by a registered Jamboree participant and that participant must be an NMRO member. **No Spectator Vehicles Will Be Allowed.**

### Policy:

1. Must be a licensed driver and at least 18 years of age to participate in contest.
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. Any participant who refuses to take a Breathalyzer test, or fails test, will be disqualified immediately by the Tech Inspector.
3. 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 road.
4. No high-speed driving or “hot-dogging” will be tolerated in the Tech or Staging areas. **NO WARNING WILL BE GIVEN.** These actions are grounds for immediate disqualification of vehicle and driver by Event Management.
5. Management reserves the right to re-tech a vehicle for any reason and also reserves the right to disqualify or deny any driver the right to compete if management feels either is unsafe for any reason.
6. NMRO decision on vehicle’s eligibility is final.

### General:

1. Vehicle must be in overall good shape and safe operating condition.
2. Truck body must be firmly attached to chassis.
3. All loose objects must be removed from interior of truck and bed.
4. Each vehicle’s battery must be securely held in place. (No straps, rope, expando cords, etc.) If the battery is mounted in a non-stock position, it must be completely covered or placed in a battery box.
5. See “Roll Cage” section.
6. Vehicles with doors removed and fiberglass bodies, must have door bars on driver’s side only.
7. Must have front and rear tow hooks with keepers. No trailer hitches.
8. Vehicle **MUST** be equipped with a working transmission neutral safety switch, and operable forward and reverse.
9. Vehicles with permanent glass must have side windows rolled down completely during competition.
10. Vehicle must have rear kill switch.
11. All added weight must be painted white and securely fastened to the frame or chassis. (this will be enforced at tech inspections discretion) Any weights lost on track will result in an automatic DQ at race officials discretion.

### Driver Safety:

1. Driver must wear an SFI 31.2 (closed face) helmet and an SFI 3.2A/5 or greater **full fire suit.**
2. A safety approved neck collar is required. Each driver must provide his/her own neck collar.
3. Each vehicle will be required a minimum of a 5-point harness with 2 shoulder straps, a submarine belt and a lap belt. A “Y” styled RACING harness will be accepted.
4. All harness mounting brackets should be attached directly to the roll cage of the truck and installed to limit the driver’s body travel both upward and forward. Do not mount to sheet metal floorboards. **Under No Circumstances Are Bolts To Be Inserted Through Belt Webbing.**
5. Driver’s hands and feet must be inside the drivers’ compartment at **ALL TIMES** while

competing.

6. Must have a secure, 2 1/2 lbs. fire extinguisher, with a dial gauge on board, within reach of the driver.
7. Firewall and full floor (.030" minimum) are **mandatory**.

**Roll Cage:**

1. **All Vehicles With A Soft Or Removable Top Must Be Equipped With A 6-Point Roll Cage And Be Tied Into The Frame Of The Vehicle In No Less Than 4 Places.** (This includes all Jeeps.)
2. Roll bar must be mounted directly behind the driver's head.
3. Roll bars must be constructed of at least .090" steel tube with a minimum diameter of 1 1/2" (exhaust pipe tubing will not be acceptable). Bends must be continuous round with no sharp corners or edges.
4. All roll bars will have a 1/8" hole drilled and marked in an accessible location in order that wall gauge can be inspected.
5. If the roll bars are padded, the welds must be exposed for inspection.
6. Manufactured or purchased "show" or "dress" bars are unacceptable.

**Engine:**

1. No superchargers allowed.
2. Engine setback will be no more than 15% of the overall wheelbase. Setback is calculated from the center of the front axle or spindle to the forward edge of the engine block.
3. Vehicle must have a complete firewall regardless of engine location.
4. Radiators not in stock mounting position must be securely mounted and are limited to electric fans only.
5. All water lines passing through the driver's compartment must be shielded.
6. All carburetors and fuel injection must be OEM or a throttle body unit.

**Fuel:**

1. All vehicles must be powered by gasoline or diesel fuel. Any method of artificially cooling or heating fuel is prohibited.
2. No fuel lines will be allowed in driver's compartment.
3. Any vehicle not using a stock gas tank in the original mounted position must have a fuel cell that is attached in a secure position, inside the frame rails. Any fuel cell must have an anti-spill valve. All fuel tanks must be isolated from the driver's compartment by a firewall, completely sealed to prevent any fuel from entering the driver's compartment. Insulated fuel tanks prohibited. When used, fuel cells must have a metal box protecting that part of the fuel cell that is outside of body lines or truck floor, excluding hose-connection area in rear.

**Exhaust:**

1. Vehicles must be equipped with an exhaust system, but do not necessarily have to have a muffler.

**Brakes:**

1. All vehicles must have operable brakes on all 4 wheels.
2. Manually operated bias control, hydraulic staging or steering brakes are not allowed on any wheel.
3. Drive shaft brakes may be used in addition to the 2 wheel braking system.

**Suspension:**

1. Four-link suspension systems are allowed only on the rear of the vehicle. Only OEM style front 4-link suspension is acceptable.
2. Cantilever and/or compound suspension systems are not allowed.
3. Multiple shock kits and coil over shocks allowed. Maximum travel rating for shock not to exceed 14".

4. No shocks that can be adjusted while in motion are allowed.
5. No composite, fiberglass or quarter elliptical springs are allowed.
6. Shock mounting points may be strengthened, redesigned, and/or modified.

**Wheels and Tires:**

1. D.O.T. only.
2. No recaps or vulcanization. Alterations of tread design allowed.
3. No snap-on hubcaps or wheel covers allowed.

**Body:**

1. Must be truck or Jeep in appearance. All vehicles should have fenders and hoods.
2. **No Tube Frames.** Frames may be lengthened by adding material, but must retain stock configuration.
3. Frames may be altered from the front of the firewall to 6" past the rear of the driver's seat.
4. Homemade fiberglass or sheet metal bodies must retain stock configuration.
5. Hoods, fenders and/or bedsides must be in stock position. No narrowed vehicles.
6. Full flooring in the driver's compartment required. A metal firewall extending from door to door to 6" behind the driver seat (minimum .030" thickness).
7. Vehicles damaged due to accidents will be reviewed on a case-to-case basis.

**Steering:**

1. Front wheel steering only. Rack and pinion steering will be allowed. Mounting will be subject to inspection by Tech Officials.

## **Mud Drag Rules**

### **General Rules for Mud Drag Competition**

(All Classes)

The mud pit size will be 100' to 200' long depending upon facility. The pit may also be cut down to one lane due to safety reasons.

**Tech will Close 90 Minutes Before Each Class Starts.**

**Mandatory Driver's Meeting 1 (one) Hour Before Class Starts.**

**Policy:**

1. Must be a licensed driver and at least 18 years of age to participate in contest.
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. Any participant who refuses to take a Breathalyzer test, or fails test, will be disqualified immediately by the Tech Inspector.
3. No riders permitted in vehicle.
4. All contestants and pit crew members must be clean, neatly and professionally attired at all times when appearing in public. A driving suit, overalls, or matching sleeved shirt and pants are recommended.
5. The appearance of your vehicle, lettering, graphics, decals, etc. is up to you. However, pictures, wording, etc. should not be offensive and will not be tolerated.
6. "Cute" nicknames, slogans, artwork, etc. can be clever, but please do not let your entry become a political statement, for any cause whatsoever.
7. In the event of disqualification of vehicle, no refunds will be allowed.

8. 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.
9. No high-speed driving or “hot-dogging” will be tolerated in the Tech or Staging areas. **NO WARNING WILL BE GIVEN.** These actions are grounds for immediate disqualification of vehicle and driver by Event Management.
10. **NMRO Tech Management has final judgment on any vehicle class. Tech Management has the right to re-tech any vehicle. Any refusal will be automatic disqualification. NMRO has final judgment on all racing decisions.**

**Driver’s Safety:**

1. Each driver must wear a safety approved SFI 31.2 helmet, long pants and sleeved shirt. No open footwear will be allowed. (Fire suit, gloves, face mask, shoulder and helmet restraint, neck collar, and netting are highly recommended.)
2. **Complete fire suits mandatory in Classes 3, 4, 5, and 6. This includes shoes, gloves, and head sock.**  
**Note:** It is highly recommended that **All** participants use the following full fire protection: a. SFI approved full-face helmet, b. head sock, c. fire resistant shoes, d. Minimum SFI 3.2A-1 driving suit, e. SFI approved gloves.
3. Each vehicle will carry, 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.
4. In Classes 1 and 2, stock factory seat belts and shoulder belts will be required.
5. In Classes 3, 4, 5, and 6 you must have a minimum of a 4-point harness, with 2 shoulder straps and a lap belt with quick-release, attached to the frame or roll bar. (**Arm restraints are highly recommended.**)

**Vehicle General Requirements:**

1. 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. Shackles or pulling on the rear axles will not be acceptable.
  - (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 Personnel approval.
  - (E) A pintle hook (rather than a clevis) will pass as long as the top jaw locks and releases.
2. All classes must have an adequate starter and battery on board. Funny car starter with proper guarding is allowed.
3. All fuel lines, coolant lines, belts and hoses must be in good condition.
4. Every vehicle must have an ignition kill switch.
  - (A) A stock ignition switch will pass, except in Classes 3, 4, 5, and 6.
  - (B) The kill switch must be clearly labeled “KILL SWITCH” or “ON” and “OFF”.
  - (C) Kill switch must shut power off to all electric pumps, nitrous and ignition systems.
  - (D) Switch must be within driver’s reach while he/she is fastened securely in harness.
  - (E) Class 3, 4, 5 and 6 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.
  - (F) Magneto powered vehicles will need a relay to comply.  
 Use master kill switch HFR 1010. (PPRP 865-856-0510)  
 No engine or transmission cooling devices will be allowed inside the driver’s

compartment of the vehicle.

5. Each vehicle's battery must be securely held down. (No straps, rope, expando cords, etc.) If the battery is mounted inside the vehicle, it must also be completely covered.
6. No computers allowed that control any mechanical operation of the race vehicle.

**Engine:**

1. All supercharged vehicles are required to use aluminum blower studs and approved blower restraints. Blower belt guards required, if needed to protect fuel lines.
2. Classes 1 and 2 must be single carburetor, naturally aspirated, except factory option.
3. Classes 4, 5 and 6 must use 3 return springs on throttle: 1 on pedal and 2 on carb or injection.
4. All vehicles with injection must have a fuel shut-off in driver's compartment, within driver's reach, while he/she is fastened securely in 4-point harness.
5. If balancer pulley exceeds balancer diameter, this will be permitted in lieu of a shield.
6. Class 4, 5 and 6 must have approved steel harmonic balancer, or must have a 1/4" steel shield covering balancer, no more than 1" away from balancer, with a minimum of 2 tabs attached, 180 degrees apart, so that balancer cannot move forward. Factory water pump may be used as part of shield. Balancer must be bolted to crankshaft.

**Driveline (3, 4, 5 and 6 only):**

1. All vehicles must have driveshaft loops.
  - (A) Driveshaft loops must be of substantial rigid construction. 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) Driveshaft loops must be rigidly mounted to frame rails or to the floor on both sides of shaft.
  - (D) Loop location is to be no less than 6" and no more than 12" on the solid end of the shaft, 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.
  - (E) Vehicles in Classes IV, V and VI must have full 360 degree x 3" wide and 1/4" thick guards on all U-joints on all drive shafts. All mounting bolts must be a minimum of 5/16" diameter.
2. Transmission blankets for automatics and approved bell housing for manual transmissions will be required on all vehicles running in Classes 3, 4, 5 and 6.
  - (A) Mechanical clutch equipped vehicles must have SFI approved bell housing with block saver plate. Must be installed with approved manufacturer's hardware.
  - (B) All vehicles are required to have a steel plate or billet flywheel. The flywheels must be made of steel with the following minimum mechanical properties: tensile strength - 60,000 PSI and a yield strength of 40,000PSI. Any aluminum or magnesium flywheel that meets or exceeds SFI specs will be acceptable.
  - (C) Automatic transmission vehicles must have approved safety blanket or approved transmission shield. (See (D).)
  - (D) Automatic transmission shield: A flexible blanket that meets SFI SPEC 4-1, or 1/4" steel or 6061-T6 aluminum shield is required. Must be installed with approved manufacturer's hardware.
4. The running gear of each vehicle will be inspected to verify the safety of such critical parts as steering, brakes, welds, tires, and body condition.
5. All chain driven vehicles must have a steel plate shield or guard of 1/8" minimum thickness. Steel plate must be securely mounted to the engine or frame structure to contain chain in the event of breakage.
6. Floorboard is an acceptable cover is it is within 3" of chain at both ends. Frame can pass as end cover—subject to Tech Inspector approval.

**Fuel:**

1. All fuel tanks must be isolated from driver's compartment by a firewall.
  - (A) Gas tank must be isolated inside the frame perimeter.
  - (B) Fuel lines must be isolated from driver's compartment by sub-floor.
  - (C) Tanks must have adequate latching gas caps.
  - (D) Tanks must have sufficient capacity to make full runs.
  - (E) Adding fuel after engine is started is prohibited.
  - (F) Fuel tanks must be securely fastened with a minimum of 2 metal straps, 3/4" minimum width.
  - (G) **See specific classes.**
2. Nitrous Oxide is allowed in Classes 4, 5, and 6. **System must be commercially available and installed per manufacturer's recommendations.**
  - (A) A 1/4 turn ball valve within driver's reach must be used to shut off bottle.
  - (B) If 2 bottles are used, both must have ball valves and must be on 1 cable to shut off flow.
  - (C) The electrical power source for fuel pumps and nitrous switches must pass through the master kill switch.
  - (D) Throttle switch must be loaded button (momentary switch).
  - (E) Nitrous filter is **mandatory**.
  - (F) **External heating of bottle(s) is prohibited. Must have approved blanket.**
  - (G) **The use of any agents other than nitrous oxide as part of, or mixed with, this pressurized fuel system is strictly prohibited.**

**Exhaust:**

1. **See specific classes.**

**Brakes:**

1. All vehicles must have working and adequate brake systems.
  - (A) You will be asked at Tech to engage brake and try to pull forward until Tech Inspector is satisfied that your brakes are adequate.
  - (B) If the vehicle is being towed through Tech, the brake in the competition vehicle will be engaged and the tow vehicle will try to pull it forward.
  - (C) Brake lines must be steel.
  - (D) Stock flex lines acceptable.
  - (E) **See specific classes.**

**Suspension:**

1. **See specific classes.**

**Tires:**

1. You are only allowed to run one (1) set of tires per paid entry.
2. D.O.T. tires are tires with raised D.O.T. stamping on the sidewall.
3. No recapped tires will be allowed.
4. Tire sizes will be determined by use of a set of calipers.
5. Tires must be mounted with NO missing lug nuts.
6. Mickey Thompson 46" Baja Claw tires are approved for use in Classes 3-4-5-6.

**Body:**

1. Firewall and full floor are **mandatory** (.030 minimum).
2. All vehicles in Classes I and II with a soft or removable top must be equipped with a roll bar.
  - (A) Roll bars must be constructed of at least .090" steel tube with a minimum diameter of

1 1/2" (exhaust pipe tubing will not be acceptable). Bends must be continuous round with no sharp corners or edges.

(B) All roll bars will have a 1/8" hole drilled and marked in an accessible location in order that wall gauge can be inspected.

(C) If the roll bars are padded, the welds must be exposed for inspection.

(D) Manufactured or purchased "show" or "dress" bars are unacceptable.

(E) All vehicles in Classes 3, 4, 5 and 6 must have a full cage and the cage must be tied into the frame of the vehicle in no less than 4 places, with plates no less than 3/16" thick and bolts (Grade 5 minimum).

(F) A 6-point cage is required with open top and fiberglass bodies.

## Operation of Mud Contest

### Tech

1. **All competition vehicles requiring a Tech inspection must have their numbered participant window sticker prominently displayed on their vehicle prior to being teched.**
2. All vehicles competing in a driving event must be teched-in and meet all tech requirements for that class.
3. Class 1-4 only: Vehicles meeting Tech and safety requirements in lower classes will be allowed to enter higher classes providing no alterations have been made.
4. No vehicles will be teched-in on a trailer. No one will be allowed to unload in front of the Tech area.
5. No high-speed driving or "hot-dogging" will be tolerated in the Tech or Staging areas. **NO WARNING WILL BE GIVEN.** These actions are grounds for immediate disqualification of vehicle and driver by Event Management.
6. One Tech inspection per vehicle entry, before class closes.
  - (A) What you drive through Tech is what you compete in.
  - (B) The tires that are mounted on that vehicle in Tech are the tires you will run.
  - (C) If you do not pass the first time through, you will be told what you need and can be re-teched, before that class closes.
  - (D) Classes 3, 4, 5, and 6 will scale before entering the competition area. Scales will be located in Tech area. Vehicles will be allowed to re-scale up until the start of class.
  - (E) If a class is scheduled to run during Tech inspection hours, then tech for that class will close 90 minutes before the class is scheduled to run.
  - (F) You must have all of your safety equipment with you at Tech in order to pass.
  - (G) Tech will close 1/2 hour after registration closes each day.
  - (H) Tech inspection for each class will close 90 minutes prior to scheduled start of that class.
7. Racers will be limited to 1 pass per entry in each class for 4-Wheel Jamboree Events:
  - (A) Classes 1 and 2- If there are more than 40 entries in each class, then each vehicle will receive only 1 pass.
  - (B) Classes 3 and 4- One pass per entry and an additional pass may be purchased.
  - (C) Classes 5 and 6- Will receive 1 pass only.
8. In Classes 1-3, a participant may enter a vehicle a maximum of 2 times per class, with proper fees paid, but each vehicle can only place once in each class, regardless of driver. In Classes 5 and 6, each vehicle is allowed only 1 entry in each class.

## **Mud Classes**

### **Qualifications:**

#### **Class IA and IB: Stock**

These classes are designed for ordinary, everyday, street driven, 4-wheel drive vehicles.

#### **Class IA: Stock Mini-truck**

- (A) For all mini-trucks and Jeeps with stock 4 and 6 cylinder engines.  
Must present current license plate and registration for racing vehicle.

#### **Class IB: Stock Full Size Truck**

- (1) For full size trucks with stock 6, 8 and 10 cyl. engines.
- (2) For all mini-trucks and Jeeps with stock 8 cyl engines.
- (3) Must present current license plate and registration for racing vehicle.

#### **4. Must pull a steady 15" of vacuum at 800 rpm.**

#### **Class 2: Modified Stock**

**Will follow all rules of Class 1B, except for Rule 4.**

#### **General:**

1. Factory ignition switch can serve as a master kill switch, unless a different, separate switch has been installed. See General Mud Rules.
2. Must have front and rear tow hooks with keepers. No trailer hitches.
3. Safety equipment. **See General Mud Rules.**
4. Weight: 3800 lbs. Small block engines. 4000 lbs. Big block engines. These are minimum weights. All vehicles entering class must meet minimum weight requirements.  
(A) All added weight must be securely fastened to the frame and or the bed of the truck.

#### **Engine:**

1. Stock engine and transmission (engine swap allowed).
2. Maximum of single 4-barrel carburetor, naturally aspirated (factory options allowed).
3. OEM Aluminum head permitted/ NO AFTERMARKET

#### **Fuel:**

1. Gasoline or diesel fuel.
2. No nitro methane, alcohol, fuel accelerators, or nitrous oxide allowed. If vehicle is capable of running nitrous, the bottle must be removed and lines disconnected at the solenoid.

#### **Exhaust:**

1. Open Exhaust will be permitted.

#### **Brakes:**

1. Factory system must be in good condition and fully operational.

#### **Mud Drags:**

1. Running order for all classes will be determined by random drawing at Tech. At Track Official's discretion, the running order may be changed.
2. All classes:  
(A) Second run will be determined by random draw.  
(B) Final class standings will be determined using the

fastest time of the 2 runs.

**3. Once a class has started, no vehicle can leave the staging lanes.**

(A) Vehicles will not be allowed to wash off between runs.

(Sponging off windshield and tread areas are permitted, but vehicles cannot get out of line.)

(B) Each driver must bring his/her own vehicle **unassisted** to the staging lane, and is responsible for staging of said vehicle.

(C) It is recommended that all vehicles be equipped with a brake lock or hand brake for staging.

(D) If driver and vehicle are not in the primary staging lanes, 20 or less positions out, in the proper running order at the time they are asked to move into secondary staging, vehicle may be disqualified. In case of mechanical failure, driver may be moved back in the class, at official's discretion, to repair problem.

4. Any vehicle entered into more than 1 class who has broken or crashed, may be asked to re-tech before it can compete in the next class.

**Chassis/Suspension:**

1. Suspension system must be stock factory or acceptable OEM replacement.
2. Aftermarket lift kits acceptable.
3. Front suspension is only allowed a maximum of 2" block.
4. Minimum of 3 leafs in rear stacks required.

**Tires:**

1. D.O.T. only. No recaps or tread alterations.

**Body:**

1. Full body is required.

**Class 3: Super Stock**

**Qualifications:**

1. Vehicle must have *stock appearing body with stock frame*.  
(A) All body panels must be on and securely fastened (including the front clip)
2. Wheelbase must be stock.
3. Driveline must be covered, across the top of frame rails.
4. Weight: 2800 lbs. Small block engines. 3000 lbs. Big block engines. These are minimum weights.  
(A) All added weight must be painted white and securely fastened to the frame or chassis.

**General:**

1. Factory ignition switch can serve as a master kill switch, unless a different, separate switch has been installed. **See General Mud Rules.**
2. Must have front and rear tow hooks. No trailer hitches.
3. Driveshaft loops required. **See General Mud Rules.**
4. Safety Equipment. **See General Mud Rules.**

**Engine:**

1. Any factory production automotive type engine permitted (engine modifications permitted).
2. No aluminum blocks permitted.
3. Maximum of single 4-barrel carburetor, split dominator allowed, naturally aspirated.

4. Engine must be in front of firewall.
5. Factory options permitted.
6. Engine set back can be no more than 12" from center of front drive axle to #1 sparkplug.

**Fuel:**

1. Gasoline or diesel fuel only.
2. No nitro methane, alcohol, fuel accelerators, or nitrous oxide allowed. If vehicle is capable of running nitrous, the bottle must be removed and lines disconnected at the solenoid.

**Exhaust:**

1. Competition exhaust permitted.
2. Exhaust must be directed to rear or at ground, away from driver, fuel tank, and spectators.
3. Rear stacks are acceptable.

**Brakes:**

1. Dual reservoir master cylinder that provides a primary and secondary brake system required.
2. Primary and secondary brake system must be independently capable of stopping vehicle.
3. Four wheel brakes are **mandatory**. Driveshaft brakes may be used along with wheel brakes. All driveshaft/driveline brakes must be located at differential.
4. Main supply lines from master cylinder cannot be "T'd" to connect front and rear reservoir. Factory single reservoir not acceptable.

**Suspension:**

1. Ladder bars and 4-link with coilovers acceptable.
2. Aftermarket lift kits acceptable.
3. Front suspension is only allowed a maximum of 2" block.
4. Mounting will be subject to inspection by Tech Official.

**Tires:**

1. D.O.T. approved. No cut tires.
2. 45" maximum height, 46" for Mickey Thompson Tires

**Body:**

1. Body may be steel and/or fiberglass. Must be stock replacement.
2. Driver must sit offset towards stock location.
3. Any fiberglass body parts must resemble original.
4. Body must resemble truck or Jeep.
5. Vehicle must have complete floor pan.
6. Vehicle must have firewall between driver and engine.
7. Fiberglass pickup body allowed with minimum 6-point cage tie in and full firewalls.

**Class 4: Modified**

**Qualifications:**

1. Minimum weight, with driver: 2450 –big block, 2250 –small block.  
(A) All added weight must be painted white and securely fastened to the frame or chassis
2. Vehicle must be 4-wheel drive with front and rear differentials. Front may be chain or gear driven.
3. Factory or tube frame (chassis) and any body allowed.
4. 150" maximum wheelbase.

**General:**

1. Fire suit **MANDATORY**. See **General Mud Rules**.
2. Driveshaft loops and U-joint protectors required. See **General Mud Rules**.
3. Safety Equipment. See **General Mud Rules**.
4. Kill switch. See **General Mud Rules**.

**Engine:**

1. Any automotive type engine permitted (engine modifications permitted).
2. Naturally aspirated only. No turbo or superchargers.
3. Rear engine acceptable.
4. Must have steel or shielded balancer. See **General Mud Rules**.

**Fuel:**

1. Gas or alcohol only.
2. No nitro methane or fuel accelerators allowed.
3. Nitrous Oxide allowed. Please follow General Rules regarding Nitrous Oxide.
4. No heating the bottle.

**Exhaust:**

1. All exhaust on competition vehicles must either point straight up or straight back. **No Exceptions**.

**Brakes:**

1. Dual reservoir master cylinder that provides a primary and secondary brake system required.
2. Primary and secondary brake system must be independently capable of stopping vehicle.
3. Four wheel brakes are **mandatory**. Driveshaft brakes may be used along with wheel brakes. All driveshaft/driveline brakes must be located at differential.
4. Main supply lines from master cylinder cannot be "T'd" to connect front and rear reservoir. Factory single reservoir not acceptable.

**Suspension:**

1. Type of front and rear suspension optional. 3 or 4-link acceptable.
2. On 3 or 4-link suspensions, set up to pull from rear axle hitching point, there must be solid loop or tow hook. If hitching point is on frame, it is recommended that axle travel limiting straps be used.

**Tires:**

1. D.O.T. approved only. Cut tires will be allowed. Vera Track tires on front only.
2. 45" maximum height.

**Body:**

1. Body must be constructed of metal and/or fiberglass and must extend to firewall.
2. Vehicle must have floor plate or floor pan over transmission and driveline.
3. Vehicle must have firewall between driver and engine, this includes rear engine vehicles.
4. Driver's compartment, frame structure, roll bar and body must be designed to prevent driver's body or limbs from making contact with wheels, exhaust or track surface.
5. Door windows and window hardware may be removed. Side and rear windows may also be removed.

## **Class 5: Unlimited/Cut Tires**

### **Qualifications:**

1. Minimum weight, with driver: 2450 -big block, 2250 - small block.  
(A) All added weight must be painted white and securely fastened to the frame or chassis.
2. Vehicle must be 4-wheel drive with front and rear differentials. Front may be chain or gear driven.
3. Frame can be tube or rectangular.
4. 150" maximum wheelbase.

### **General:**

1. Fire suit **MANDATORY**. See **General Mud Rules**.
2. Driveshaft loops and U-joint protectors required. See **General Mud Rules**.
3. Safety Equipment. See **General Mud Rules**.
4. Kill switch. See **General Mud Rules**.

### **Engine:**

1. Any automotive type engine permitted (engine modifications permitted).
2. Engine may be turbocharged or supercharged.
3. Rear engine acceptable.
4. Must have steel or shielded balancer. See **General Mud Rules**.

### **Fuel:**

1. Gas or alcohol permitted.
2. No nitro methane or fuel accelerators allowed.  
Nitrous Oxide allowed.

### **Exhaust:**

1. All exhaust on competition vehicles must either point straight up or straight back. **No Exceptions.**

### **Brakes:**

1. Dual reservoir master cylinder that provides a primary and secondary brake system required.
2. Primary and secondary brake system must be independently capable of stopping vehicle, if failure occurs in 1 of the systems.
3. Four wheel brakes are **mandatory**. Driveshaft brakes may be used along with wheel brakes. All driveshaft/driveline brakes must be located at differential.
4. All brake lines passing engine or driveline must be shielded.

### **Suspension:**

1. Type of front and rear suspension optional. 3 or 4-link acceptable.
2. On 3 or 4-link suspensions, set up to pull from rear axle hitching point, there must be solid loop or tow hook. If hitching point is on frame, it is recommended that axle travel limiting straps be used.

### **Tires:**

1. Any cut design allowed. Must have been D.O.T. Vera Track tires on front only.
2. No vulcanizing or adding rubber to tire.
3. 45" maximum height.
4. 18" maximum wheel width.

**Body:**

1. Body must be constructed of metal and/or fiberglass and must extend to firewall.
2. Vehicle must have floor plate or floor pan over transmission and driveline.
3. Vehicle must have firewall between driver and engine, this includes rear engine vehicles.
4. Driver's compartment, frame structure, roll bar and body must be designed to prevent driver's body or limbs from making contact with wheels, exhaust or track surface.
5. **Arm restraints are highly recommended.**

**Class 6: Unlimited / Paddle Tires****Qualifications:**

1. Minimum weight, with driver: 2450 -big block, 2250 - small block.  
(A) All added weight must be painted white and securely fastened to the frame or chassis.
2. Vehicle must be 4-wheel drive with front and rear differentials. Front may be chain or gear driven.
3. Frame can be tube or rectangular.
4. 150" maximum wheelbase.

**General:**

1. Fire suit **MANDATORY**. **See General Mud Rules.**
2. Driveshaft loops and U-joint protectors required. **See General Mud Rules.**
3. Safety Equipment. **See General Mud Rules.**
4. Kill switch. **See General Mud Rules.**

**Engine:**

1. Any automotive type engine permitted (engine modifications permitted).
2. Engine may be turbocharged or supercharged.
3. Rear engine acceptable.
4. Must have steel or shielded balancer. **See General Mud Rules.**

**Fuel:**

1. Gas or alcohol permitted.
2. No nitro methane or fuel accelerators allowed.
3. Nitrous Oxide allowed.

**Exhaust:**

1. All exhaust on competition vehicles must either point straight up or straight back. **No Exceptions.**

**Brakes:**

1. Dual reservoir master cylinder that provides a primary and secondary brake system required.
2. Primary and secondary brake system must be independently capable of stopping vehicle, if failure occurs in 1 of the systems.
3. Four wheel brakes are **mandatory**. Driveshaft brakes may be used along with wheel brakes. All driveshaft/driveline brakes must be located at differential.
4. All brake lines passing engine or driveline must be shielded.

**Suspension:**

1. Type of front and rear suspension optional. 3 or 4-link acceptable.
2. On 3 or 4-link suspensions, set up to pull from rear axle hitching point, there must be solid loop or tow hook. If hitching point is on frame, it is recommended that axle travel limiting straps be used.

**Tires:**

1. Paddle or scoop tires allowed. Vera Track tires on front only.
2. No adding rubber to tire.
3. 45” maximum height.
4. 18” maximum wheel width.

**Body:**

1. Body must be constructed of metal and/or fiberglass and must extend to firewall.
2. Vehicle must have floor plate or floor pan over transmission and driveline.
3. Vehicle must have firewall between driver and engine, this includes rear engine vehicles.
4. Driver’s compartment, frame structure, roll bar and body must be designed to prevent driver’s body or limbs from making contact with wheels, exhaust or track surface.
5. **Arm restraints are highly recommended.**

**NMRO Class 3, 4, 5, and 6 Mud Racers:**

**Purse:**

Special Events and NMRO will provide a \$12,000 purse for all professional classes. All Class 3, 4, 5 and 6 racers who are an NMRO member qualify to race for this purse. Annual Membership is \$50 for an individual racer and \$60 for a family. An Associate Membership is available for crew members for \$25. Membership fees can be paid at the event. Membership benefits include a year’s subscription to the National Mudder, a patch, and an association sticker. For Membership info, contact NMRO at 317-236-6515. To enter your vehicle in an event, call Special Events at 317-236-6515.

**Contingency/Pay-out:**

In order to receive contingency or pay-out money, the driver’s NMRO number and NMRO sticker, and contingency product sticker **MUST** be displayed on both sides of race vehicle. Contingency product **MUST** be on vehicle and proof of purchase is required, if requested.

**Mud Drag Purse - \$12,000.00\*\*\*\*Possible to change based on comp cams\*\*\*\***

**Class 3**

- |                  |                   |
|------------------|-------------------|
| 1st place- \$400 | 6th place- \$125  |
| 2nd place- \$300 | 7th place- \$100  |
| 3rd place- \$225 | 8th place- \$ 80  |
| 4th place- \$200 | 9th place- \$ 80  |
| 5th place- \$175 | 10th place- \$ 80 |
- Reaction time: \$125  
 Special Award: \$ 65

#### **Class 4**

1st place-	\$700	6th place-	\$150
2nd place-	\$500	7th place -	\$100
3rd place-	\$350	8th place-	\$ 80
4th place-	\$250	9th place-	\$ 80
5th place-	\$200	10th place-	\$ 80
Reaction time: \$150			
Special Award: \$ 65			

#### **Class 5**

1st place-	\$900	6th place-	\$175
2nd place-	\$600	7th place-	\$150
3rd place-	\$500	8th place-	\$125
4th place-	\$350	9th place-	\$100
5th place-	\$225	10th place-	\$ 80
Reaction time: \$175			
Special Award: \$ 65			

#### **Class 6**

1st place-	\$1,000	6th place-	\$175
2nd place-	\$ 800	7th place-	\$150
3rd place-	\$ 500	8th place-	\$125
4th place-	\$ 400	9th place-	\$100
5th place-	\$ 300	10th place-	\$ 80
Reaction time: \$200			
Special Award: \$ 65			

### **NMRO National Points Champions**

2000-

Class 3	David Crawford	Clarkston, MI
Class 4	Chris Bergeron	Columbus, MI
Class 5	Chris Boulet	Red Oak, TX
Class 6	Ennis Thomas	Grovetown, GA

2001-

Class 3	Art Nelson	Otisville, MI
Class 4	Gary Husted	Otter Lake, MI
	Keith Mitchell	Fredonia, PA
Class 5	Chuck Courty	Pittsburg, PA
Class 6	Chuck Courty	Pittsburg, PA
Tough Trucks	Rick Armbrust	GreenValley, IL

2002-

Class3	Randy Muchler	Linden, MI
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Class 4	Eric Klos	Fenton, MI
Class 5	Chuck Courty	Pittsburg, PA
Class 6	Keith Wheeler	Harper, WV
Mod Tough Truck	Richard Armbrust	Green Valley, IL

2003-

Class 3	Jeff Pugh	E. Liverpool, OH
Class 4	Gary Heusted	Otter Lake, MI
Class 5	Tim Wheelus	Jefferson, GA
Class 6	Tim Wheelus	Jefferson, GA

Mod Tough Trucks	Jeff Dedick	Wheaton, IL
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2004-

Class 3	Jason Ortengren	Oxford, FL
Class 4	Keith Mitchell,	Fredonia, PA
Class 5	Tim Wheelus,	Jefferson, GA
Class 6	Tim Wheelus	Jefferson, GA

Mickey Thompson Tough Truck Challenge  
Rory Campbell, Portland, IN

2005-

Class 3	Jason Massie	Frazier's Bottom, WV
Class 4	Keith Mitchell	Fredonia, PA
Class 5	Mike Lane	Botkins, OH
Class 6	Tim Wheelus	Jefferson, GA

Mickey Thompson Tough Truck Challenge  
Steve Zander Bismark, ND

2006-

Class 3	Sam Franklin	Proctor, WV
	Jason Massie	Fraziers Bottom, WV
Class 4	Gary Heusted	Otter Lake, MI
Class 5	Byron Rogers	Hiram, GA
Class 6	Gene Cutchin	Crawfordville, FL

Mickey Thompson Tough Truck Challenge  
Jeff Dedick Wheaton, IL

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NMRO - NATIONAL RECORDS**

**Class 6 Open**

120'	1.723	10/13/02	Anderson, SC	Keith Wheeler, Hamden, OH	Spasm
130'	1.864	10/22/00	Anderson, SC	Ennis Thomas, Grovetown, GA	Mad Max
140'	1.901	5/2/99	Springfield, MO	Chris Boulet, Red Oak, TX	Obsession
160'	1.997	8/6/00	Essex Junction, VT	Chris Boulet, Red Oak, TX	Obsession
170'	2.303	10/1/01	Indianapolis, IN	Ennis Thomas, Grovetown, GA	Mad Max
180'	2.138	6/26/05	Neeses, SC	Tim Wheelus, Jefferson, GA	Simply II
200,	2.251	4/26/05	Neeses, SC	Tim Wheelus, Jefferson, GA	Simply II

**Class 5 Cuts**

120'	1.878	6/26/04	Anderson, SC	Gene Cutchin, Crawfordville, FL	
		Shockwave			
130'	1.914	10/21/00	Anderson, SC	Mike Lane, Botkins, OH	Wicked
Sensation					
140'	1.968	5/1/99	Springfield, MO	Chris Boulet, Red Oak, TX	Obsession
160'	2.163	8/5/00	Essex Junction, VT	Chuck Courty, Pittsburgh, PA	Mud
Missile					
170'	2.279	9/30/00	Indianapolis, IN	Chris Boulet, Red Oak, TX	Obsession
180'	2.192	6/25/05	Neeses, SC	Mike Lane, Botkins, OH	Wicked
Sensation					
200'	2.362	9/25/04	Indianapolis, IN	Mike Lane, Botkins, OH	Wicked
Sensation					

**Class 4 Modified Cuts**

120'	1.953	6/27/04	Anderson, SC	Justin Nelson, Dadeville, AL	Mom's
Nitemare					
130'	2.078	5/7/00	Springfield, MO	Jason Delrie, Pineville, LA	Total
Insanity					
140'	2.196	5/2/99	Springfield, MO	Scott Stracener, Cabot, AR	All Ready
Gone					
160'	2.334	8/6/00	Essex Junction, VT	Chris Bergeron, Columbus, MI	Pure
Insanity					
170'	2.435	9/30/00	Indianapolis, IN	Jimbo Williams, Sulfer Springs, TX	Simply
Wicked					
180'	2.416	6/25/05	Neeses, SC	Keith Mitchell, Fredonia, PA	Mudgician
200'	2.554	8/21/04	Neeses, SC	Durand Watson, Monroeville, AL	Ole
Yellow					

**Class 3 Street Legal**

120'	2.388	6/26/04	Anderson, SC	Jason Ortengren, Oxford, FL	Mud
Assassin					
140'	2.686	5/4/03	Springfield, MO	Jeff Pugh, Chester, WV	After
Shock					
160'	2.822	5/28/05	Chatham, NY	Jason Massie, Fraziers Bottom, WV	The
Possessed					
170'	3.295	9/29/00	Indianapolis, IN	Arthur Nelson, Otisville, MI	Bounty
Hunter					
180'	2.965	6/25/05	Neeses, SC	Jason Massie, Fraziers Bottom, WV	The
Possessed					
200'	3.163	4/25/04	Neeses, SC	Jason Ortengren, Oxford, FL	Mud
Assassin					

## **Exhibition:**

### **Burnout Contest Tech Rules**

Contest schedule subject to change at each event. Prizes and/or trophies will be awarded after contest.

#### **General Information:**

1. All vehicles must be in good condition inside and out. No wrecked or missing body parts.
2. If welding has been performed on chassis or suspension and shows any evidence of deterioration, vehicles will not be allowed to compete.
3. No fluid leaks of any type are permitted.
4. All nitrous bottles must be unhooked.
5. All vehicles must be equipped with seat belts and they must be worn.
6. All vehicles must be powered by gasoline or diesel fuel.
7. 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. Any participant who refuses to take a Breathalyzer test, or fails test, will be disqualified immediately by Tech Inspector.
8. **Participants must wear long pants and a sleeved shirt.**
9. **Helmets are highly recommended**
10. All decisions of the Tech Inspector are final.

#### **Vehicles Allowed in Contest:**

Participation in the Burnout contest is limited to vehicles which are either stock configuration or tubbed as defined below:

1. **Manual (Stick) Transmissions are Prohibited!**
2. Stock chassis or tubbed vehicles are allowed.
3. Superchargers are not allowed. (Exception is OEM or approved aftermarket supercharger or turbocharger.)
4. Brakes on each vehicle will be tested for pedal "feel". A running brake test may be requested. All brake pedals must be covered with a non-skid surface. Line locks are recommended.
5. Each vehicle must be equipped with 1 operative shock absorber for each sprung wheel. Shocks may be either hydraulic or friction type and in operative order. Vehicles may be lowered.
6. Only D.O.T. approved tires are allowed. No retreads or studs allowed. Street tires must have at least 1/8" tread depth across the entire width of the tire. D.O.T street slicks are allowed, but wear indicators must be present and tires must be marked D.O.T. Tires must be free of all defects, cuts, and dry rot. Metal screw-in valve stems or valve stem retainers are recommended. Snap-on hubcaps must be removed.
7. Special Events reserves the right to refuse admittance to any vehicle that Special Events feels is unsafe for any reason.
8. The vehicle must have drive shaft loops if the bumper height is 25" or higher. Each drive shaft must have a minimum of 2 loops. If a vehicle has a shaft no longer than 24", 1 loop, properly centered, will suffice. Drive shaft loops must be rigidly mounted to frame rails or to the floor on both sides of shaft. (Four Wheel Drive only.)
9. Drive to the front wheels must be disengaged. (Four Wheel Drive only.)

10. All vehicles must be in good condition inside and out. No wrecked or missing body parts. Vehicles must have street legal appearance, with fender wells
11. If welding has been performed on chassis or suspension and shows any evidence of deterioration, vehicle will not be allowed to compete.
12. All vehicles must be powered only by gasoline or diesel fuel.

### **Operation of Burnout Contest:**

1. After completing tech inspection and signing waivers, the driver is to take his/her vehicle to the Burnout area.
2. Before staging, the driver must secure helmet, and seat belt.
3. When the vehicle has been staged, the starter will ask for a “thumbs up” to indicate the driver is ready. Starter will activate timer and participant will have a minimum of 30 seconds to complete burnout. All vehicles will be given the same amount of time. After the horn is blown, the participant must stop immediately. Failure to stop will result in an automatic disqualification.
4. Winners are determined by crowd response.
5. The first competitor will have the option to run again without alteration to the vehicle.

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