

NORTH COUNTRY MUD RACING RULES & REGULATIONS 2024

NCMRA MOTTO:

To create a competitive, safe, fair and family oriented event.
To show sportsmanship to fellow competitors, encourage new
racers and provide quality entertainment to the spectators.

OFFICERS OF NCMRA

Club Director: Andy Brouwer.....	715-760-1632
Competition Director: Nate Hottakaine.....	218-780-3469
Race Director: Andy Brouwer.....	715-760-1632
Secretary: Makayla Sampair	715-243-4430
Treasurer: Jen Hottakainen.....	218-410-0503

EXECUTIVE COMMITTEE

Club Director, Competition Director, Race Director,
Secretary, Treasurer, Senior Tech Director

TECH DIRECTORS

Senior Director: Justin Scheuermann

Alternates:

Joel Coolidge,

Ty Sampair,

Dana Marksmeir

REGISTRATION COMMITTEE

Makayla Sampair.....715-243-4430

Jen Hotakainen.....218-410-0503

ENTRY FEES & SALES TAX:

Open - 2 passes (must be a member)	\$70.00
Modified - 1 passes (must be a member)	\$40.00
Open Street, Super Stock	\$30.00
Outlaw Pro Stock, (must be a member)	\$30.00
Bog	\$50.00
Sportsman.....	\$20.00

If you think you might be late or have vehicle trouble, call one of the numbers listed above!

Situations may arise that are not covered in these policies, rules and regulations. In all cases, if limitations aren't spelled out, it does not mean you can make unlisted modifications. A ruling will be made by the Executive Committee consistent with rulings in situations of the same nature. All interpretations of these rules will be made by the Executive Committee and these judgments are final.

DRIVER/VEHICLE REGISTRATION CLOSSES

1 HOUR PRIOR TO START OF RACE –

NO EXCEPTIONS!

**DRIVERS MEETING 30 MINUTES PRIOR
TO START OF RACE**

SAFETY REQUIREMENTS

Helmet:

- Helmets are required in all classes. (Drivers must furnish their own)
- A helmet must be worn during competition and pull-out.
- If not worn during competition and/ or pull-out, driver will be automatically disqualified.
- Minimum DOT approved helmet required for Street and Open Street classes.
- Pro classes require each driver to wear a safety approved Snell rated helmet. As of this writing it is highly recommended no helmet be over 10 years old for Pro classes, per the Snell sticker. It is the driver's responsibility to show the manufacturer date is within 10 years, otherwise the Snell sticker will be used to establish the date.

Fire Suits & Clothing:

- Pro Stock, Modified and Open must have SFI specification full body fire suit. (Drivers must furnish their own, gloves are recommended)
- Head & neck restraints are highly recommended.
- All safety equipment must fit the driver.
- Neck collars are mandatory in all vehicles with nitrous, alcohol, blowers or pressurized fuels. They are recommended for all classes.

Seat Belt & Restraints:

- Must be an approved seat belt - no ratchet straps allowed.
- Seat belts must be worn during competition and pull-out. If not worn during competition and/or pull-out, the driver will be automatically disqualified.
- Race approved seat belt or harness if vehicle has nitrous oxide, alcohol, blower or pressurized bottles. Driver must have 4- or 5-point safety harness.
- 5 point or better for pro stock, modified and open.

Fire Extinguisher:

- ABC approved and/or fire suppression system are required in all classes. (Drivers must furnish their own). Securely mounted within reach of driver.

Eye Protection:

- Eye protection is mandatory in all vehicles without windshields (Face shield, goggles, safety glasses)
- No sunglasses.

Hitching Points:

- All vehicles must have front and rear hitch pull out equipment that has been approved by the tech director.

Brakes:

- All vehicles must have a functional brake system, consisting of drums and/or disc on all 4 wheels.

Batteries:

- Batteries must be securely bolted to vehicles in all classes.

Neutral Safety Switch:

- Must have kill switch and neutral safety switch in all classes.
- All modified vehicles must have a master kill switch in rear of vehicle that must kill motor and all electrical accessories.
- Must be clearly marked on and off.
- Ribbons will be placed on Rear Shut Offs - red gas & blue alcohol.
- With seat belts on, all drivers for vehicle must demonstrate that they can reach all controls without aid of any temporary or unsafe objects.

Tires:

- Must have D.O.T. approved tires in all classes except Open.
- No grooving except Pro, Modified, Open and Outlaw Bog.
- No chains, studs or tracks allowed.

Drive Train:

- All competing vehicles must have a functional 4X4 drive train.

NOS & Blowers Systems and Trans brakes

- Push pull throttle cable mechanical or linkage with toe strap required for Open, Pro Stock and Modified vehicles; not needed for Super Stock vehicles.
- Must have blower restraints and blower belt shield. (Blower bag is highly recommended)
- If vehicle has nitrous oxide, blower, pressurized bottles or trans brakes it must have u-joint scatter shields and drive shaft loops.

- If running NOS, must have mandatory 1/4 turn shut off valve in cockpit of vehicle and within reach of driver when strapped in. Bottles or lines that run through, over or under the cockpit a valve is not necessary.

Roll Bars and Body

- All open bodies or gutted vehicles must have a roll bar. (Subject to tech directors)
- All open body vehicles we recommend arm restraints and/or window nets. See class rules for further details.
- Mandatory that any vehicle that runs Open Street and up have a 4-pt. interior roll bar constructed of no less than: 1 5/8" dia. .095 thick mild steel tube or 1/2" dia. .083 thick chrome moly tube.

Engine:

- Vehicles with open engine compartments must have a 360-degree harmonic balancer protection or SFI harmonic balancer.
- Must have blower restraints and blower belt shield.
(A blower bag is highly recommended)
- Must have sufficient return on fuel system up to discretion of tech.

Other:

- Excessive speed in the pit area is subject to disqualification by the executive committee.
- Profanity and unsportsmanlike conduct will not be tolerated and will be subject to disciplinary action which may include disqualification from that event, decided by the governing body of the North Country Mud Racing Association.
- No excessive profanity to be displayed on racing vehicles. Interpretation to be made at the discretion of the executive committee.
- Mandatory that a licensed driver must be seated in normal driving position whenever engine is running.

RACE DAY PROCEDURES

1. The drivers' meeting is to be held before race for further info and to answer any questions you may have. All entrants must have a representative present. All non-members and first-time drivers must be present.
2. All drivers must have a valid driver's license. (Show proof at registration)
3. Staging and pull-out: Hook-up is optional until made mandatory by club director or competition director under certain circumstances. Automatic disqualification if one does not follow procedure.
Mandatory for the first class in the mud to pull the cable.
4. Protests must be made within (15) fifteen minutes verbally and then in writing after each class is run. A protest must be made to NCMRA officer and/or tech director. The protest fee will be \$50.00 to be dispensed to NCMRA fund.
 - a. All vehicles will be subject to visual inspection before, during or after all events. There is no fee (this is not a protest). Protestee must be entered in the same class as protester, and protestee must be driver of that race. Tech director will inspect tear down. Must have at least (2) two directors present, or club director or competition director present. If protestee is legal, the protester must pay \$100 to protestee to cover expenses of tear down.
 - b. Interior protest - If protestee is illegal, protestee must pay fine of \$500.00 to the NCMRA fund. Protestee will be banned from further competition in any NCMRA even until fine is paid and vehicle is legal.
 - c. Exterior protest - Upon visual inspection to determine legality of vehicle:
 - i. First Violation: Warning (vehicle will be allowed to race throughout weekend of warning violation)
 - ii. Repeat Violation: Reverts to same penalty as interior violation.
5. Red flag judges are the official race judges. It is up to the competition director to decide which classes, need a red flag judge. The flag judge must be member of NCMRA. (See rule 9 for further details)
6. Person(s) in charge of running timing lights day of race are responsible for the calls on out of bounds of vehicle making pass. (No questions asked!)
7. Any entrant that goes 20 feet or less due to mechanical breakdown or failure may re-stage and rerun, one time only. Class order will continue, allowing vehicle max 2 positions or 5 minutes (whichever is greater) to get it fixed. (Vehicle that is last entrant has option of letting vehicle with breakdown to run before or after his/her vehicle.) Vehicle subject to breakdown verification by tech individual.

8. Extra Runs:
 - a. The first person who goes the full distance in the pit is allowed the option to run again immediately following his/her first legal run. Reasonable time will be allowed for cool down if necessary. No more than (2) two runs maximum. Late entrants are not allowed this option.
 - b. The first person in the pit and after grooming has the option to run again after the next registered entrant. (If any late entrants are entered in the class, the driver will then run following all late entrants). This is for the mud pit only, not safe track.
9. Staging time is (2) two minutes only.
10. If vehicle breakdowns occur during their class, class order may continue, allowing race vehicle max 2 positions or 5 minutes (whichever is greater) to get the vehicle fixed. The vehicle is subject to breakdown verification by a tech individual. (Last entrant in class has option to letting vehicle with breakdown to run before or after his vehicle.) Once vehicle has been flagged in the pit, the vehicle is not allowed to move again or it will be disqualified. If the vehicle is sideways in the pit, a determination will be made by the flag judges after the vehicle has been measured to allow vehicle to back up or straighten for pull out. Boundaries are to be defined with lathe every 10 feet on both sides of pit. Boundaries will be discussed at drivers meeting.
11. Excessive speed in the pit area is subject to disqualification by tech directors or executive committee.
12. Absolutely no crossing at either end of the pit once the race has started. (Except between classes or for emergency).
13. Points are non-transferable if the vehicle is sold. Truck/driver must re-establish own.
14. Vehicles may run as many classes as you're qualified. Double runs in all classes' different drivers, one prize money, points go to higher winner, only can double run in one class of your choice.
15. All warnings are issued to vehicles and stay with the vehicle either until corrected or until vehicle is sold.
16. Mandatory that a licensed driver be seated in normal driving position whenever engine is running.
17. No co-drivers are allowed in any class.
18. In the event of light failure and vehicle is not able to re-run due to mechanical breakdown, and vehicle has gone the full distance of the pit, the vehicle will place under full timed distance runs.
 - a. If vehicle has tied in distance, vehicle will receive placing below vehicle with timed distance.
 - b. If vehicle places out of money, vehicle will receive refund of entry fee and (1) point if registered for points in that class.

- c. If vehicle has a non-representative time, this will be determined by the Executive committee immediately after vehicle has run. Race will stop until ruling has been made. If so, ruled as non-representative time, vehicle will be allowed to run again immediately following ruling.
 - d. In the event of timing light failure and lights are unable to be fixed and running properly, during that class and all other classes that are to run will have the option to be ran under a stopwatch. If your class votes and refuses stopwatch, refund of entry fee and (1) point if registered for points.
19. No alcoholic beverages or illegal drugs allowed prior to or during competition in the pit area. (This includes those putting on the race and race officials) Anyone caught will be asked to leave the pit area. Any driver caught drinking or with illegal drugs prior to or during race will be disqualified and will forfeit entry fee in all events registered.
20. Lights are an expensive cost to NCMRA. At all costs, try to avoid the lights. In the event you hit the lights or reflectors you will be fined \$150.00 each occurrence to be paid prior to next run.
21. All vehicles must self-start and self-stage. Staging must be done under the vehicles' own power. The driver must bring vehicle to start line. No pit people are allowed at the start line.
22. There will be random teching throughout the race season at each race.

MEMBERSHIP & POINT SYSTEM RULES

1. The membership fee is \$25 per person per year to be paid at registration or in advance to cover NCMRA costs. (\$10 to Points Fund \$15 to General fund)
 - a. Must be NCMRA member in order to race for points in any class.
 - b. Must be NCMRA member to race in Outlaw Pro Stock, Modified and Open.
2. Points are awarded to the driver in the vehicle. The driver has to be a paid participant and NCMRA member (vehicle must be present) and mud run has to be sanctioned to receive points. Points champion trophies & prize money will be awarded at the annual meeting for 1st through 3rd place.
3. If 1st through 10th place is won by a non-registered participant, no points will be awarded. Those registered for points in each class will receive points for place only.

POINTS AWARDED FOR SANCTIONED RACES

Place.....Points	Place.....Points
1st.....10	6th.....5
2nd.....9	7th.....4
3rd.....8	8th.....3
4th.....7	9th.....2
5th.....6	10th.....1

4. One (1) point to each additional entrant after 10th place. Vehicles must be registered to qualify for points. If a vehicle has mechanical failure, upon inspection by the tech director, the vehicle will be awarded (1) one point This is also for vehicles competing in two or more classes that break and are unable to compete due to breakdown.
5. No points allowed unless mud run is sanctioned. That includes shootouts, mud drags, etc.
6. Point Ties - The first tie breaker is the number of first place finishes, the second tie breaker is the second-place finishes and then so forth down the line.
7. Points for members that come to the end of the year meeting. Any member that comes to the end of the year meeting will get 5 extra points for the start of the following year.
8. Double runs will be awarded for the highest place for points.
9. New races 1.5 points will be added.

PRIZE MONEY INFORMATION

1. The purse for each race will be calculated as follows: In addition to race registration money, the Promoter will pay \$3 per person towards the prize money with the amount to be paid out of a minimum of \$900, this is over and above the sanctioned fee.
2. NCMRA will provide numbered wristbands prior to the race. The wristband numbers will be recorded prior to them being given out. Any leftover wristbands will be collected and recorded. The promoter is then responsible for paying \$3 per person/wristband that is used. NO EXCEPTIONS! Anyone caught without a wristband will be asked to purchase one or leave.
3. Distribution of Prize money will be as follows: Super Stock (16%), Pro Stock (22%), Modified (26%), Open (36%), Open Street and Sportsman will receive 100% (Crowd count money will not be included.)
4. Three entries needed for Outlaw Bog class to run. Outlaw Bog winner takes all.
5. Trophies 1st - 3rd place for Sportsman, Open Street, and Superstock. It is up to promoter's discretion to provide for Outlaw Pro Stock, Modified, Open and Outlaw Bog.

GUIDELINES FOR CERTIFICATION (Vehicle Tech)

1. The Tech Directors shall be authorized to certify the compliance of any competitor. All vehicles must be teched at the first race they attend. If there are any infractions, there will be a warning slip issued. The vehicle with the warning slip must have the infraction corrected before the next race they attended.
2. Rules used for certification shall be 2024 NCMRA approved Rules and Regulations.
3. Those competitors not certified prior to the beginning of the racing season shall be certified by a Tech Director at the first event in which they attend.
4. The Tech Director shall be the final authority on any regulation.
5. After certification the Tech Director must be informed of any rule governed alteration made to a previously certified vehicle. The Tech Director shall determine the legality of any such alteration.
6. A certified competitor who has made an illegal alternation determined by the Tech Director shall be barred from competition for one year and one day from the date of the infraction. Both driver and vehicle in that class will lose all points accumulated. (And protest-exterior and interior)
7. A checklist form may be used for initial compliance and must be kept by the Tech Director. Any alteration must be noted on the original form.
8. Protest(s) shall be filed according to 2024 approved NCMRA Rules and Regulations.
9. No refund of entry fee for scratching your run for a breakdown.

MANDATORY VEHICLE RULES

SPORTSMAN

This is an all motor, vacuum limiting class, it is intended for mostly stock four-wheel drive trucks and Jeeps that are primarily street driven, have minimal modifications and are street legal. Engine swaps allowed as per class rules, frame must be correct for body.

Vehicles must meet all safety requirements for this class. (See general rules)

BODY: (street stock-pit)

1. Any model Jeep or truck, stock steel body (minimal trimming allowed for tire clearance only).
2. A wheelbase must be stock for frame and body.
3. Firewalls cannot be cut, relocated or reshaped.
4. Must retain factory floor plan.
5. Flatbeds - Minimum dimensions: must be the same width as the cab and extend to the rear most part of the frame and substantial enough to carry cargo.
6. Must retain all stock glass.
7. Headlights and taillights are required and must be functional.
8. Front bumper required.
9. The factory interior shall not be removed.

CHASSIS:

1. Unmodified OEM factory frame bumper to bumper.
2. Minimum 4-point roll cage required for open top vehicles. See general rules.
3. Stock suspensions. (Aftermarket lift kits allowed)
4. No removal of leaf-springs.
5. Stock OEM front and rear differentials, transmission and transfer case only (May be upgraded with stronger OEM parts).
6. Transmission brakes (Trans brake) NOT allowed.
7. Fuel tank, battery and radiator must be in stock location.
8. 4-wheel brakes are mandatory, OEM dual reservoir master cylinder required.

ENGINE:

1. Motor must pull 17" of vacuum at 800 RPM's.
2. Big block engines in full size 3A or 1-ton trucks only.
3. No V8's in mini trucks or mini-SUV's (Unless OEM).
4. Motor must be located in stock location.

5. No aluminum engine blocks or aluminum heads (Unless OEM equipped for vehicle).
6. Cast aluminum intake only. (No tunnel rams or sheet metal intakes).
7. Single gas carburetor only, limited to 4150/4160 series only. (No Predators, no Dominators, no SV-1's).
8. Pump gas only. (E-85 allowed).
9. OEM fuel injection only.
10. Headers are allowed, mufflers are required, and exhaust must extend to behind the driver's seat.
11. No power adders. No Nitrous, No Turbocharger(s), No Superchargers.
With the following exceptions:
 - a. Factory installed OEM turbochargers permitted on diesels only

OPEN STREET

This is an all motor, vacuum limiting class, it is intended for four-wheel drive trucks and Jeeps that have been slightly modified for competition but still utilize mostly stock components. They must be capable of being made street legal. Engine swaps are allowed as per class rules, but frame must be correct for body.

Vehicles must meet all safety requirements for this class. (See general rules)

BODY:

1. Any model Jeep or truck, stock steel or OEM (street weight, equivalent fiberglass body parts. (Minimal cutting allowed only for the tire clearance) No race bodies allowed
2. Must retain Full steel cab or tub, doors and bed must be retained. (No removal of inner steel panels).
3. Firewall can be reshaped minimally, but not cut and relocated.
4. Wheelbase cannot be altered, must match body.
5. Flatbeds - Minimum dimensions: must be the same width as the cab and extend to the rear most part of the frame and substantial enough to carry cargo.
6. Shall retain all stock glass.
7. Headlights and taillights required and shall be functional.
8. Front bumper required.
9. The factory interior shall not be removed.
10. Race seats allowed, shall have a minimum of two (2) must be securely mounted to the floor.

CHASSIS:

1. Any unmodified OEM factory frame rails, bumper to bumper. Frame shall retain two (2) stock cross members with the following exceptions permitted:
 - a. Relocating of cross member(s) allowed, modifications allowed.
2. Minimum 4-point roll cage required for open top vehicles. (See general rules)
3. Rear suspension should be leaf-springs unless equipped otherwise from the factory.
4. Front suspension may be leaf-spring, coil & radius, or IPS. Other front suspension style permitted if OEM for that vehicle. (Relocation of mounting points not permitted).
5. Leaf-springs should have a minimum of two leaf's per spring pack.
6. Ladder bars permitted. (No 4-link, No 3-link, No floaters, No coil over stocks).
7. Any OEM front and rear axles. (Modifications allowed).

8. Any OEM transfer case allowed. (No aftermarket cases, No chain drives).
9. Any OEM Transmission (modifications allowed). Should be shielded, stock steel floor acceptable. (See general rules)
10. Radiator must be located in front of motor.
11. Fuel tank (fuel cell allowed; and battery may be relocated. (See general rules)
12. 4-wheel brakes mandatory, OEM dual reservoir or dual master cylinder required.
13. Unaltered DOT tires.

ENGINE:

1. Any OEM type automotive engine allowed.
2. Engine swaps allowed with the following exceptions:
 - a. Big block engines in full size truck only.
 - b. Small blocks in mini trucks and Jeeps allowed.
3. Engine must pull 13" of vacuum at 800 RPM's.
4. Engine should be located in approximate stock location. (Firewall will dictate engine located).
5. No aluminum blocks allowed, with the following exception:
6. No aluminum heads allowed with the following exception:
 - a. If OEM factory head.
7. Aftermarket intakes allowed. Cast aluminum only. (No tunnel rams. No sheet metal intakes).
8. Single gas carburetor only, limited to 4150/4160 series only.
9. Fuel is limited to pump gas, E-85 or diesel fuel only.
 - a. No alcohol,
 - b. No ethanol,
 - c. No fuel additives
 - d. No outlaw (oxygenated) fuels (i.e., Super Blue, Q-16, etc.)
10. OEM fuel injection only.
11. No power adders: No nitrous, No turbocharger(s), No superchargers.
 - a. With the following exception: Factory installed OEM turbochargers permitted on diesels only.
12. Competition exhaust allowed.

SUPERSTOCK

This all-motor class is intended for four-wheel drive trucks and Jeeps that have been modified for competition but still utilize mostly stock OEM components. Although they are primarily competition vehicles and need not be street legal, they should appear stock. Engine swaps and body swaps are allowed as per class rules.

Vehicles must meet all safety requirements for this class. (See general rules)

BODY:

1. Any model Jeep or truck, stock steel or OEM (street weight, equivalent fiberglass body parts). (No race bodies. Fiberglass replacement parts should closely match the OEM specifications in design).
2. Body should match wheelbase. (No altered wheelbase vehicles allowed).
3. Shall retain full cab or tub. Doors and bed shall be retained. (No removal of inner steel structures). With the following exceptions:
 - a. Tailgate may be removed. Front fender wells may be removed.
 - b. Removal of inner steel structures are allowed on front fender and hood only.
 - c. One piece fiberglass front clip allowed. (Should closely match the OEM specifications).
 - d. Fender cutting/trimming permitted for tire and header clearance.
 - e. Firewall may be modified for engine clearance only (but not replaced or relocated). Engine should remain in stock OEM location.
4. Shall retain factory floor pan. Floor pan or tub shall not be removed, placed or relocated. (Floor may be modified for drive train clearance)
5. Flatbeds - Minimum dimensions: should be the same width as the cab and extend to the rear most part of the frame and Substantial enough to carry cargo.
6. Windshield and side glass required. (Lexan or equivalent acceptable). Rear window may be removed for roll cage/bar clearance.
7. Headlights and taillights not required.
8. Bumpers not required.
9. Mirrors not required.
10. Removal of OEM interior trim pieces allowed (i.e.) seat, headliner, door panels, carpet, dash and other trim pieces may be removed. (No removal of inner steel structures/panels allowed).
11. Race seat(s) allowed, with the addition of a SFI approved 4-point safety harness. (5-point harness is recommended).
12. Driver shall sit in stock location. (Center seat positions NOT permitted).

CHASSIS:

1. Any unmodified OEM factory frame or frame rails bumper to bumper. Shall retain two (2) stock cross members. (Relocating of cross member(s) allowed, Modifications allowed). Unused brackets and cross members may be removed at the discretion of the builder.
2. A 6-point roll cage is required. (See general rules)
3. Rear suspension must be leaf-spring unless equipped otherwise from the factory.
4. Ladder bars allowed. (No 3-link, No 4-link suspensions).
5. Front suspension may be OEM leaf-spring, coil & radius, or IFS. (Other front suspension style permitted if OEM for that vehicle).
6. NO Coil over shocks OR Coil over suspensions.
7. Leaf-spring vehicles shall have at least one functional leaf spring per spring pack. Floaters/Sliders are permitted.
8. Any OEM front and rear differential (axles) allowed. (Modifications allowed).
9. Any OEM transfer case allowed. (Modifications allowed).
10. Any OEM Transmission (modification and transmission brakes allowed). Should be shielded, Stock steel floor acceptable. (See general rules)
11. Fuel cell, battery, and radiator may be relocated. (See general rules for mounting specifications).
12. Brakes are required on both front and rear axles (Pinion brakes allowed), dual master cylinder or OEM style dual reservoir master cylinder required. NOTE: 4 wheels brakes required. (See general rules)
13. Minimum weight with driver:
 - a. Big block equipped vehicles - 3,600 lbs.
 - b. Small block equipped vehicles - 3,300 lbs.
 - c. **No weight limit enforced.**
14. cut tires allowed

ENGINE:

1. Any factory OEM type automotive engine. aluminum blocks allowed, 10.725 deck height max.4.9 bore space. Must be water jacketed block.
 - a. OEM factory installed aluminum engines.
2. Engine must be in approximate stock location based on firewall location.
3. Conventional OEM style aftermarket aluminum heads allowed (modifications allowed).
4. NO aftermarket Pro-Stock style heads permitted. (No Chevy Big Block spread port style heads.
5. No Ford C-heads or Thor heads permitted). The following exceptions will be allowed:
 - a. Ford A-460 type heads are allowed.

- b. Any aftermarket OEM type small block aluminum head allowed.
6. Cast aluminum intake only (No tunnel rams or sheet metal intakes)
7. Single gas carburetor only (No stretched or split Dominator carburetors). Single
8. Predator or SV-1 carburetor allowed. OEM fuel injection only.
9. Vacuum pumps and dry sumps allowed.
10. Fuel limited to race gas or any pump gas (E-85 allowed) or diesel fuel only.
 - a. No Alcohol,
 - b. No ethanol,
 - c. No fuel additives
 - d. No outlaw (oxygenated) fuels (i.e., Super Blue, Q-16, etc.).
11. No power adders. No Nitrous, No turbochargers(s), No superchargers.
 - a. With the following exception: Factory installed OEM turbochargers permitted on diesels only.
12. Competition exhaust allowed.

OUTLAW PRO STOCK

Vehicles must meet all safety requirements for this class. (See general rules)

ENGINE:

1. Roller valve & cam components allowed
2. No super chargers, turbo chargers or blowers
3. Induction is limited to OEM style injection or up to two 4-barrel carbs.
4. Open headers allowed, up or down.
5. Engine swaps allowed.
6. Engine set back can be no more than 12 inches from center of front drive axle to #1 spark plug.

BODY:

1. Body Swaps Allowed.
2. Frame with full exterior body excluding tailgate.
3. Fender modification allowed for larger tires.
4. Fiberglass replacement bodies and parts allowed.
5. Legal working flat beds (width of cab, length of frame) allowed.
6. Driver must sit in stock location
7. All open bodies must have a 6-point roll cage, must be constructed of no less than: 1 5/8" dia. .095 thick mild steel tube or 1 1/2 "dia. 083 thick chrome moly tube.

FRAME & SUSPENSION:

1. No round tube chassis allowed.
2. Any suspension allowed
3. Body and axels must be in stock location.
4. Chain drives allowed, must have 360-degree shield.
5. Must have drive shaft loops, front and rear.
6. Must have U-joint scatter shield
7. Must have front and rear pull out (loops and clevis)
8. SFI approved transmission blanket or scatter shield (or equivalent).
9. Must have master kill switch in rear of vehicle and must be clearly marked.
10. Vehicle must have stock appearing body. Main frame rails can be constructed from a minimum of 2" x 3" rectangular tubing and must be a minimum of .080 wall thickness.
11. No round tubing or ladder style frames allowed.

FUEL:

1. Gasoline or Alcohol only. (NO FUEL ENHANCING!!)
2. Nitrous oxide allowed.

MODIFIED

Vehicles must meet all safety requirements for this class. (See general rules)

TIRES:

1. Any D.O.T. tire; cutting or grooving allowed.
2. No dual tires, chains, studs or tractor type tires.
3. Any tires on fronts of vehicles.

ENGINE:

1. Any fuel allowed - Nitrous oxide allowed. No nitro methane.
2. (NO FUEL ENHANCING!!) Oxygenated fuels allowed.
3. No forced induction.
4. No dual engines allowed no exhaust restrictions.

BODY:

1. Fiberglass allowed.

ROLL CAGE:

1. All vehicles must have 6-point roll cage bolted or welded to the frame.
2. Must be constructed of no less than: 1 5/8" dia. .095 thick mild steel tube or 1 1/2" dia. .083 thick chrome moly tube.
3. Roll cage must be bolted using 3/8" diameter bolts, grade 5 or better, 3 bolt each plate minimum and must be adequately braced. (Subject to approval by Tech Directors).

OPEN

1. Anything goes, as long as it is safe.
2. Any fuel allowed - Nitrous oxide allowed. No nitro methane. Oxygenated fuels only.
3. Roll Cage - See rules in Modified
4. Must pay \$70.00 entry fee, but you will have the option to take only one (1) pass.

BOG

1. Anything goes, as long as it is safe.
2. Any fuel allowed - Nitrous oxide allowed. No nitro methane. Oxygenated fuels only.
3. Roll Cage - See rules in safety requirements
4. Must pay \$50.00 entry fee.
5. No paddle tires allowed.

MUD RUN SUPPLIES & SPECIFICATIONS

1. **Ambulance or Volunteer Fire Dept.:**

Must be present before race begins, a must for safety suggestions. A representative of medical authority must be present at drivers meeting.

2. **Crowd Control:**

Four (4) people needed for crowd control, placed on both sides of pit. Example: Two placed at starting line and two at finish line. Absolutely no one crossing beginning or end of pit once race has started. For safety purposes, competition will discontinue until compliance is met. Spectators are discouraged from being on pit side, however, if need be, inform crowd they must wait until race completion before crossing pit. Suggestion: If you do not have enough room and need to have spectators on pit side, please set up concession stands on both sides. Absolutely no one allowed at end of the pit or beyond. Angle crowd away from end of pit.

3. **Fire Extinguisher:**

A minimum of (4) four are needed. Must be on both sides of pit. Two at the starting line and two at the finish line. More if possible. Fire extinguisher must be rated.

4. **Pit Specifications:**

150 feet long (per facility, may be shorter if needed), 30 feet wide, depending on soil, with approximately 18 to 24 inches of mud. (May make some modifications in order to adapt to race locations that have limited space) Staging area should be flat and level.

Entry area and exit area of the pit should have gradual slopes. Shut-down area recommended 500 feet long. Pit must be uniform in width with easily visible boundaries. Boundaries are to be defined using lathe every 10 feet on both sides of pit.

Recommend pit be mostly mud. Due to safety factors, too much water is hazardous.

Drivers may not run due to too much water.

5. **Communication:**

Announcer and P.A. System. You should also have another person with the announcer to communicate with the timing person & the NCMRA secretary. The announcer should read the entire entry form the driver has completed, along with any sponsors the driver has listed on the entry form.

6. **Bathrooms:**

At least one bathroom for spectators and at least one in the pit area for drivers and family.

7. Trophies:

1st-3rd place trophies for Sportsman, Open Street and Super Stock are required. Outlaw Pro Stock, Outlaw Pro Bog, Modified and Open are at the Promoter's discretion.

8. Supplies:

150-175 Wood slats (Lathe). Two 10- to 20-foot-long cable pigtails to be attached to vehicles before entering pit. 200 to 220 feet of minimum 3/8" diameter cable for pull out. 1/2" diameter cable recommended. 2 clevises to hook cable to vehicles. A pull-out vehicle, red flag, a 20-foot tape measure and measuring pole long enough to reach center of wheel on driver's side. Pit markers every 10 feet, ending at 150 feet. Please note: No stretch straps for pull out. (Suggested, 2nd pull out vehicle for breakdowns).

9. Posters:

Mailing labels will be sent to the promoter. One poster should then be sent by the promoter for each label received. Posters should have information pertaining to classes. These should be mailed out by the promoter three weeks prior to race.

10. Insurance:

All people putting on race(s) must have liability insurance. Also naming North Country Mud Racing Association in the policy (with limits of no less than 1,000,000). Proof of insurance along with agent's phone numbers must be provided no later than two weeks prior to race date or race may be canceled. Send photocopy to NCMRA race director with checklist completed to the following address: NCMRA, **Attn: Mike Marksmeier, 1539 Flood Bay Rd, Two Harbors, MN 55616**

11. Hook-up & Pull-out:

Must have (2) two persons for hook-up, (1) one person for green flag, (1) one person to pull cable, preferably on an ATV vehicle. Need pull-out vehicle (Tractor, skidder, loader) with person to operate, (1) one person to hook up cable, (5) five people total. Recommend extra vehicle to tow trucks with mechanical failure.

12. Measuring- Promoters Responsibility:

People to measure pit: measured out with markers at 10-foot intervals. Recommended: 25 ft. tape measure. Need measuring device to reach 3/4 width of pit.

13. Pit Passes:

Recommended if spectators are allowed on pit side. Recommend they pay \$2 - \$3 or more to be on the pit side.

14. Wash Up:

Mandatory, free wash up. Safe distance away from activity. Not at end of pit.

15. Classes:

Promoters are not allowed any additional classes.

16. MUST READ RULE BOOK

17. Timer:

NCMRA will provide a timer & operator. Person(s) operating the timing lights must be out in the open where they can be seen. Timing lights must be electric.

18. Red Flag Judge:

One red flag judge will be NCMRA member. 2nd flag judge optional at discretion of executive committee. Hook-up & Pull-out procedures: The red flag judge will flag the vehicle when all forward motion has ceased.

19. Drivers:

Must fill out an entry form for each class that he/she wants to participate in (Up to discretion of registration people). No refunds!

20. Checklist:

A helpful checklist will be enclosed for you to complete and return to race director 2 weeks prior to the race date.

21. All Organizations Putting on Mud Run Are to Pay \$750:

(\$400 due in order to schedule a race, the other \$350 will be due 30 days prior to the race made payable to NCMRA). Payments must be made by the 1st of January or dates will be given to the first who pays thereafter. After season begins, races who wish to be sanctioned, money must be received 30 days prior to the date scheduled! If the full amount not paid in full by 30 days, a penalty of \$50.00 will be added to sanction fee.

*** SANCTIONING FEES**

All money collected from each sanctioned run will be broken down as follows:

2 Tech Inspectors @ \$50 each.....	\$100
Timing Lights.....	\$125
Timing Light Operation.....	\$75
2 scoring/registration personnel @ \$50.....	\$100
\$50 Secretary/\$50 Treasury Fees.....	\$100
Points Fund.....	\$100
NCMRA Account Operating Fees	\$150
Total Sanctioning Fee.....	\$750

Please Note: Checklist must be mailed back to Race Directors (2) two weeks prior to race. If you should have any questions, please contact **Mike Marksmeir(218) 590-9923**

CLASSES RUN AS FOLLOWS:

This may change due to track condition

OPEN

SPORTSMAN

OUTLAW PRO STOCK

OPEN STREET

MODIFIED

SUPERSTOCK

OUTLAW BOG

OPEN

DISCLAIMER

NCMRA makes no representations or express or implied warranties that compliance with the rules and regulations published in this rule book will prevent or guarantee against injury or death to spectators or participants or damage to personal property. These rules and regulations constitute the minimum acceptable standards for competition and are intended as a guide for the conduct of the sport, safety is the responsibility of equipment manufacturers, vehicle and engine builders and the participants in the event. Participants are expected to be alert to the inherent hazards of mud racing and are admonished to exercise good safety precautions and procedures.

NCMRA Secretary
Makayla Sampair
914 221st Ave.
New Richmond, WI 54017