



Official
Rules



2021 V11
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2021 NMRO Rulebook

Preamble

The 2021 NMRO Rulebook provides guidelines and minimum standards for construction and operation of vehicles used in NMRO and Bonnier Events Performance Series. As a general rule, unless optional equipment or a modification is specifically permitted by this Rulebook, it is prohibited.

The 2021 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 2021 NMRO Rules are not permitted without the written consent of the NMRO or the Bonnier Events Performance Series.

If, after reading the Rulebook, you still have questions, please email infieldoperations@bonniercorp.com

NMRO and the 4 Wheel Jamboree reserve the right to make changes to this rulebook for any reason, at any time.

The www.4WheelJamboree.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 Bonnier Events Performance Series.

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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 explained by race director at event.
- 1.4- A vehicle must compete in a class before that driver may receive points, awards or purse monies.
- 1.5 - 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.
- 1.6- Each participant agrees to be bound by the rules of NMRO and any decision of the Competition Director or Appeal Board (USAC) and agrees to voluntarily submit his/her vehicle for inspection or impoundment by NMRO to ascertain the legality of the participant's vehicle.
- 1.7- By participating, each participant agrees to release and waive NMRO, USAC, The Armory Agency, or the Bonnier Events Performance Series ("ASSIGNS") from any liability related to the rules of conduct of the motorsports event.
- 1.8- 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.4WheelJamboree.com.
- 1.9- The NMRO Rules are applicable to all NMRO Sanctioned Events.
- 1.10- An amendment is effective upon date of publication by NMRO, regardless of when a participant receives actual notice.
- 1.11- Special Rules may be made by NMRO or Race Director 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.
- 1.12- 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.
- 1.13- If a participant loses consciousness at any time during an event; the participant cannot compete for at least seven (7) days and must be cleared by a physician.
- 1.14- Driver Change - You are allowed to change drivers for medical reasons for one race with proof of reason and prior tech approval. You will be allowed to switch back to the original driver with medical release. No change will be allowed if substitute driver has not made a qualifying run. NO SPECIAL qualifying will be set up. Once a vehicle attempts to qualify with a different driver all previous attempts by that vehicle are disqualified. The points will remain with the original vehicle and driver combination as long as there is not another change during the season. If there is a second change the points will be as a new vehicle and driver combination.

2. Event Credentials:

- 2.1- Driver and Crew must receive wristbands at the same time. Only the Driver and a Max of 2 Crew Members will be allowed in the pit area, and must pick up wristbands at the same time.
- 2.2 In consideration of being allowed to enter and by being issued credentials (passes) to an NMRO event, the vehicle owner, driver, crew members and other holders of Event credentials agree as follows:
 - 2.2a - 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.
- 2.3- Participants hereby grant the NMRO and its assigns:
 - 2.3a- 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

2.3b -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.

2.4- Participants agree:

2.4a-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.

2.4b-That NMRO shall have exclusive, worldwide, perpetual and universal use of any pictures or recordings made or used in violation of this paragraph.

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 its assigns, or other Race 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: Competition Rules, Disqualification, Ejection, Fines and Suspension

3.1. A competitor may receive a penalty for any of the following listed below. If any of the following is believed to be incidental contact, there must be no call (no penalty). If two or more race vehicles are involved in an incident and all involved are equally at fault there will be no call, unless all involved are deemed to be overly aggressive or unsafe, then all involved will receive the same penalty.

3.1.1. Any contact on the approach to a jump that result in a race vehicle leaving the jump in an unsafe manner.

3.1.2. Heavy contact.

3.1.3. Light contact that is maintained: both parties must try to detach or break contact immediately.

3.1.4. When one race vehicle forces another race vehicle outside of, or off the competitive racing surface.

3.1.5. If a race vehicle makes more than one consecutive defensive move: A race vehicle may make one defensive move, only if the lead vehicle has a clear track in the direction of the move. If the track is not clear, a race vehicle may move over but must avoid contact and must leave space on the competitive racing surface for the other race vehicle to continue racing.

3.1.6. If a race vehicle makes heavy contact or fails to leave room on the competitive racing surface while making a defensive move.

3.1.7. If a black flag (penalty) is given in the last laps of a race, that race vehicle will be scored in last position of the last lap that it completes. If the penalized contact or act results in another race vehicle losing positions or not finish the race, an additional penalty will also be extending to one or more of the following, a points loss, fine, and or next race starting position penalty.

3.1.8. Driving through another race vehicle: An example would be, if a race vehicle leading another race vehicle has changed its trajectory and or over rotated in front of another race vehicle, the oncoming vehicle must reduce speed and try to avoid contact, (on the brakes and off the gas). If contact is unavoidable (incidental) you may not attempt or continue to push that race vehicle, even if it may result in the loss of position.

3.1.9. Not reducing speed when a spin, crash or other unnatural or possible unsafe incident is happening in front of your race vehicle.

3.1.10. If there is ANY contact made at any time other than under green flag (racing) conditions.

3.1.11. If more than one warning for the same offence is given during the same race to the same race vehicle.

- 3.1.12.** If more than one wheel is over or outside of the track limit and an advantage or position is gained.
- 3.1.13.** Not holding your line when the track is not clear to do so. (When there is a race vehicle within the length of another race vehicle, each race vehicle must hold its line)
- 3.1.14.** Aggressive Driving.
- 3.2.** All vehicles must be operated in a safe manner at all times within the confines of the pit area, staging lanes and track area.
- 3.3.** No race 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.
 - 3.3.1.** Note: Any "Pit Vehicles" (Golf Carts, ATV, etc.) found or operated in the 'Show and Shine' area, whether operated by the racer, his or her pit crew, or family, will result in the automatic disqualification of that race team in its next race.
- 3.4.** 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.
- 3.5.** 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:
 - 3.5.1.** Verbally or physically threatens another participant, Event Official, or any other person
 - 3.5.2.** Uses vulgar, abusive or derogatory language
 - 3.5.3.** Engages in unprofessional and/or unsportsmanlike conduct detrimental to the sport of racing, or causes deliberate delay of the Event, or
 - 3.5.4.** 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.
- 3.6.** Disqualification or ejection may result in the any or all of the following penalties;
 - 3.6.1.** 3.5a- Participant will forfeit any prior placing, prize monies, contingency monies, points, and/or event awards.
 - 3.6.2.** Participant may be fined. (Fine will be determined by Race Director)
 - 3.6.3.** In the event of disqualification of a vehicle, no refunds will be allowed.
- 3.7.** Violation of these rules is final, non-appealable and non-reviewable. In good cause NMRO officials may, without liability, reverse, or revise their decisions.
- 3.8.** 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.
- 3.9.** Calls of judgment are not subject to appeal and shall be final.
- 3.10.** Any violation pertaining to safety equipment may not be appealed.
- 3.11.** Should a crew member or a family member approach the scene of a crash or cross into an area which is off limits to them, it will result in a fine to the team that the person represents. We have trained staff on standby at every event to ensure the very best safety and care is provided to each competitor should a racer become injured. Strictly enforced.
- 3.12.** Should another racer approach the scene of a crash or cross into an area which is off limits to him or her, this will result in an automatic disqualification of that racer's team from their next race.
- 3.13.** ABSOLUTELY NO ALCOHOL IN THE INFIELD. We will be checking and if anyone with a bracelet matches a driver or pit person, driver will be disqualified with no questions asked with no runs, no points, no payouts at that event. This is before, during and after racing class is over. Please be responsible for who you give your bracelets to. This is a ZERO tolerance policy.

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 torso's, tank tops or muscle shirts are not acceptable in the staging or competition areas.
- 4.2- Helmets are required in ALL divisions. Helmets must be manufactured no earlier than 2005 - NO EXCEPTIONS
- 4.3- It is highly recommended that ALL participants use the following FULL FIRE PROTECTION:
 - 4.3a – Head Sock

- 4.3b – Fire resistant shoes (no leather boots)
- 4.3c – Minimum SFI Specification 3.2A – 1 driving suit
- 4.3d – Approved gloves
- 4.3e – Full faced helmets

4.4 It is highly recommended that drivers in all applicable classes use a Hans device when racing.

5. Running Order Draw Procedure:

- 5.1- A participant's competition running order position will be determined by draw at the time of entry and produce a class bracket.
- 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 to 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.
- 6.5- Any refund due to a participant scratch must be collected within 30 days of the event or that refund is forfeited.
- 6.6- Race Vehicle Change - You may only change race vehicles one time during the season. If a vehicle change is done, the original vehicle will not be allowed to return with the original driver for the rest of that season without forfeit of any previous points. If qualifying run isn't made, racer will be placed in lowest seed possible.

7. Pre-Staging, Final Staging, Timing and Transponders:

- 7.1. All racers are required to be in the designated Pre-Staging area for entrance to the track 15-minutes prior to the scheduled race start for each class. If you miss your pre-stage time, you may not be permitted to race, or may be moved back in the bracket.
- 7.2. If for any reason an entrant knows they won't be able to make it to pre-staging in time, please notify a race official in advance a minimum of 30mins prior to race start.
- 7.3. Pre-Staging for each class closes 5-minutes prior to the start of each race.
- 7.4. A race official will escort competitors to the final staging area upon command that the track is ready for competition.
- 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.

7.11- Pick your line; make sure the other racer has advanced to start line before you bring stage light on. After both lanes' stage lights are lit, the next light will be green

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.

7.15- 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 subject to a penalty up to 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 race results.

7.20- Payout and points will be based on race results.

7.21 – If the tie persists the winner will be determined by the first to post the time.

7.22- If red light is illuminated on the competition tree; please shut off your engine as there may be issues on the track; ample time will be given to re-start.

7.23 Transponders will be used for timing for all classes and vehicles

7.23.1 We will use transponder times for Qualifying and Lane Choice, as needed.

7.23.2 Transponders can be rented on site for \$30 an event at Tech

7.23.3 Or you can bring your own as long as it is compatible with **MY LAPS timing system (X2 MX)**. We ask that if you want to purchase one, you buy in advance from My Laps, as it needs to be activated and charged via computer before the event. (<https://speedhiveshop.mylaps.com/mx/x2-transponder-direct-power-mx.html>, USE CODE: 'social2021' for 25% OFF)

8. Qualifying:

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

8.2- Qualifying order varies by race category and is either determined based lap times or random pill draw. Lane choice is determined based on fastest elapsed time (or lap time).

8.3- Vehicles will have at least one (1) opportunity to qualify, which may involve using practice laps and will be used in determining the ladder (bracket). If weather is a factor in qualifying, the competition director will decide qualifying outcome for the original bracket.

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

8.5- Vehicle must meet obstacles with the two front tires.

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

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

8.8- If a vehicle touches a marker or barrier; a five 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

8.12 – Mud Bog winners are determined by visual determination of finish line winner. Mega Truck round winners are determined by visual determination of finish line. Fastest two trucks overall proceed to final round. Overall winner determined by visual determination of crossing finish line first.

8.13 – In the case there are not enough vehicles in a final event, and a paid racer comes in on the day of the final event, racers may be placed in the bracket at the lowest seed possible. This is based on first come first serve basis and must be tech inspected at least 2 hours before the final event.

8.14 – In the event that qualifying is eliminated due to weather, time constraints, updated formats, or other reasons, event running order will be set by pill draw or other form of fair determination administered by the competition director.

9. Brackets:

- 9.1- Category pairings are based upon established NMRO “brackets” charts. Elapsed Times (or lap times), from qualifying rounds will determine Bracket positions. (16 vehicle field: 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 vehicle with the fastest qualifying time that did not make the original bracket will take its place. That vehicle will be bracketed into the spot of the vehicle 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 vehicle 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 make a legal run.

10. Lane Choice:

- 10.1- Lane choice is determined by fastest Elapsed Time (or lap 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:

- 11.1- The final round is a heads-up race; the first vehicle 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 2 minutes after being signaled by the starter. Failure to do so is possible grounds for disqualification. See 7.1.
- 11.3- If a vehicle leaves the starting line before the start system is activated, the vehicle is 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 USAC Appeal 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 USAC Appeal.
- 12.6- USAC Appeal 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 the USAC Appeal Board with the exception of what is outlined in 3.6, 3.7, 3.8 and 3.9.

12-11-a: In order to appeal the decision, the appealing member shall make a written request for an appeal delivered to the NMRO National Office within one (1) days of issuance of the written or electronic submission notice of the imposition of the penalty. Cost of appeal is \$500 per occurrence.

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 affect 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 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. Event Standings/Results:

14.1. Event standings are awarded to each racer based on their finishing position within their class at each event. Points will not be combined over multiple events to create a series championship.

17. Mud Bog Classes 1-6

17.1 - **Explanation of Contest:** This is a side by side race through a mud bog. Lane choice is determined by random pill draw. Winners are determined by the first race vehicle to cross the finish line. Round 1 will consist of the entire class running through the field paired up in random order (pill draw). Round 2 will consist of the race winners from Round 1 being paired up and racing. This process continues until the overall winner is determined.

17.2 Mud Bog Race Start: Races will be started utilizing a green light system or manual green flag drop. If system is inoperable, a manual green flag drop will begin the race. Drivers that jump the start (false start) will be disqualified.

17.3 Mud Bog Starting Order - To establish starting order for the Mud Bog classes, a random pill draw (or similar process) will be administered for participants in each class during the driver's meeting. The pills will be numbered. Once a pill is drawn by a participant (or by the Series), that number will be assigned to their starting position and inserted into the bracket for head to head matchup positions for Round 1. Running orders for each class will be posted at Tech or Scoring.

17.4 Classification: Mud Bog & Mega Truck Racing 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.

- 17.5 Mud Bog Tech Fee: \$25 per entry; 1 per class;
- 17.6 Each class requires 4 entries minimum. In the event this requirement is not met, that particular class will be cancelled unless overruled by the competition director. Please check the 4WJ event schedule online prior to the event to determine which classes have met the requirement.
- 17.7 Policy:
 - 17.7.1 No one under 18 years of age will be permitted to compete or be allowed to enter the competition area.
 - 17.7.2 No riders permitted in vehicle.
 - 17.7.3 In the event of disqualification of a vehicle, no refunds.
 - 17.7.4 It is mandatory that a licensed driver be seated in normal driving position any time engine is running.
- 17.8 - Driver Safety
 - 17.8.1 Each driver must wear a safety approved SFI Specification 31.1OR 31.2 or 41.1 or 41.2 helmet, long pants, and sleeved shirt.
 - 17.8.2 No open footwear will be allowed.
 - 17.8.3 Eye protection i.e. a face shield, goggles, safety glasses are required for drivers of vehicles without a full windshield.
 - 17.8.4 Classes 1-5 factory seat belt required. ALL open top vehicles must have shoulder belts.
 - 17.8.5 A race vehicle cannot be used by two competitors in the same class.
 - 17.8.6 Classes are capped at 24 competitors for Class 1-3, & 30 competitors for Class 4 – 6

17.8.7 VEHICLE GENERAL REQUIREMENTS

- 17.8.7.1 A vehicle must have a rigid front and rear hitching point. Tow hook retaining clips required
- 17.8.7.2 Hitching point must be easily accessible and of substantial construction.
- 17.8.7.3 No chains, straps, cables or frame rail holes permitted.
- 17.8.7.4 Shackles or pulling on the rear axles will not be acceptable.
- 17.8.7.5 If you are using a stock or add-on bumper, the mounting brackets must be at least ¼" thick. A pintle hook (rather than a clevis) will pass as long as the top jaw locks and releases.
- 17.8.7.6 All fuel lines, coolant lines, belts, and hoses must be in good condition.
- 17.8.7.7 EVERY VEHICLE MUST HAVE AN IGNITION KILL SWITCH. A stock ignition switch will pass. The kill switch must be clearly labeled KILL SWITCH or ON or OFF. Kill switch must shut power off to all electric pumps and ignition systems. Switch must be within drivers reach while he/she is fastened securely in seatbelt and/or harness.
- 17.8.7.8 No engine or transmission cooling devices or fuel lines will be allowed inside drivers compartment of the vehicle.
- 17.8.7.9 Each vehicle's battery must be securely held down (No straps, rope, expando cords, etc.) If the battery is mounted inside the passenger compartment, it must be completely covered and secured. A marine-type case is highly recommended.
- 17.8.7.10 If vehicle comes unhooked during the pass, driver required to re-hook.

17.9 TECH

- 17.9.1 All vehicles competing in a driving event must be inspected and meet all tech rules pertaining to the class.
- 17.9.2 No vehicles will be teched in on trailer. NO one will be allowed to unload in front of the tech area.
- 17.9.3 No high speed driving or hot-dogging will be tolerated in the tech area, pits, or staging area. These actions are grounds for immediate disqualification of vehicle and driver by event management.
- 17.9.4 ALL TECH DECISION ARE FINAL!
 - 17.9.4.1 What you drive through tech is what you compete in. If you do not pass the first time through, you will be told what you need and can be re-teched before your tech class closes. YOU MUST HAVE SAFETY EQUIPMENT WITH YOU AT TECH IN ORDER TO PASS. When you have completed tech, go to the tech registration area and receive your running order.
 - 17.9.4.2 ABSOLUTELY NO ALCOHOL IN THE INFIELD. We will be checking and if anyone with a bracelet matches a driver or pit person, driver will be DQ'd with no questions asked with no runs, no points, no

payouts at that event. This is before, during and after racing class is over. Please be responsible for who you give your bracelets to. This is a ZERO TOLERANCE policy

17.9.4.3 TECH WILL CLOSE 90 MINUTES BEFORE THE CLASS STARTS.

17.9.4.3.1 Running order for all classes will be determined by random drawing at tech. Final class standing will be determined using the fastest time or distance.

17.9.4.3.2 Vehicles will not be allowed to wash off between runs except windshield and tread areas. Each Truck can have a maximum of 2 drivers per truck, with 1 pass per entry.

17.9.4.3.3 Each truck can run as many classes as desired (with applicable entry fees) but must have tires to match class. A reasonable amount of time will be afforded for a tire swap between classes.

17.9.4.3.4 ABOLUTELY NO RUNNING ON BOG WALLS. Result will be an immediate DQ.

17.9.4.3.5 Passes are based on ET for full pass. Maximum distance achieved on all others. Time begins at movement of the truck. 15 second crawl rule applies.

17.9.4.3.6 Each driver must bring their own vehicle UNASSISTED to the staging lane and is responsible for staging of said vehicle. Mandatory drivers meeting in Tech area 1/2 hour prior to start of competition.

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

17.10 CLASSES 1-2 STOCK - For stock mini, and full size trucks with 4,6,8, and 10 cylinder. These classes are designed for ordinary every day, street driven, 4-wheel drive (only) vehicles.

17.10.1 ENGINE

17.10.1.1 Class 1-4 must be single carburetor, naturally aspirated expect factory option.

17.10.1.1.1.1 After market EFI acceptable. OEM turbochargers are permitted.

17.10.1.2 Stock engine and transmission (engine swap allowed)

17.10.1.3 Maximum of single 4-barrel carburetor, naturally aspirated (factory options allowed)

17.10.1.4 Class 5 & 6 Nitrous Allowed. Blowers allowed with approved working IIR.

17.10.1.5 CLASSES 3, 4, 5, 6 Vehicles must be 4-wheel drive with front and rear differentials and drive shafts.

17.10.2 FUEL

17.10.2.1 All fuel tanks must be isolated from drivers compartment by a firewall.

17.10.2.2 Fuel lines must be isolated from driver's compartment by sub floor.

17.10.2.3 Tanks must have adequate latching gas cap.

17.10.2.4 Tanks must have sufficient capacity to make full runs.

17.10.2.5 Adding fuel after engine has started is prohibited.

17.10.2.6 Fuel tanks must be securely fastened with a min. of 2 metal straps 3/4" min. width

17.10.2.7 Gasoline or diesel only. No alcohol fuel permitted. (E85 Fuel is allowed)

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

17.10.2.9 No propane in diesel.

17.10.3 EXHAUST

17.10.3.1 Class 1 vehicles must have muffler and it must be firmly attached and point up or down. Subject to tech approval.

17.10.3.2 Class 2-6 open headers ok

17.10.3.3 Competition exhaust permitted. Fenderwell, frame, or zoomies.

17.10.3.4 Exhaust must be directed to rear or at ground, away from driver, fuel tank, and spectators.

17.10.3.5 Rear stacks are acceptable

17.10.4 **BRAKES:** Factory system must be in good condition and fully operational.

17.10.5 SUSPENSION

17.10.5.1 Suspension system must be stock factory, or acceptable OEM replacement.

17.10.5.2 After market lift kits acceptable.

17.10.5.3 Front suspension is only allowed a maximum of 2" block.

17.10.5.4 No removal of leaf's from springs allowed.

17.10.5.5 Class 1-2: 4 link coil over shocks NOT ALLOWED.

17.10.5.6 Class 3-6: 4-link coil over shocks PERMITTED.

17.10.6 TIRES

- 17.10.6.1 D.O.T. tires with raised D.O.T. stamping on the sidewall.
- 17.10.6.2 No cut or modified tires in Classes 1 – 4
- 17.10.6.3 NO recapped tires will be allowed.
- 17.10.6.4 Tire sizes will be determined by MFG stamping on tire
- 17.10.6.5 Tires must be mounted with NO missing lug nuts.
- 17.10.6.6 NO duals, paddles, scoops. (tractor tires allowed in Class 6 only)
- 17.10.6.7 Class 1: Tire size less than or equal to 33".
- 17.10.6.8 Class 2: Tire size 34" - 36".
- 17.10.6.9 Class 3: Tire size 37" - 39.5".
- 17.10.6.10 Class 4: Tire size: up to 40" (No Cut Tires)
- 17.10.6.11 Class 5: All cut DOT tires
- 17.10.6.12 Class 6: V Treads (tractor tire) minimum 14.9x24 (49") or larger

17.11 BODY

- 17.11.1.1 Body may be steel and/or fiberglass. Driver protection must be present. Subject to tech approval.
- 17.11.1.2 Class 1 -3, full body required.
- 17.11.1.3 Must have front and rear tow hooks with keepers. No trailer balls.
- 17.11.1.4 Vehicle must have complete floor pan.
- 17.11.1.5 Vehicle must have firewall between driver and engine.
- 17.11.1.6 Firewall and full floor are mandatory (.030 minimum)
- 17.11.1.7 All vehicles in class 1 – 4 with full removable tops and open vehicles must be equipped with a roll bar and shoulder belts.
- 17.11.1.8 Roll bars must be substantial construction (exhaust pipe tubing will be not be acceptable) with a min. diameter of 1-1/2 round tube with no sharp corners and with sufficient mounting to vehicles.
- 17.11.1.9 If roll bars are padded the area of the welds shall be exposed for inspection.
- 17.11.1.10 Roll bar must be constructed of at least .090" steel. Must be constructed in a manor such that it is one continuous bend.
- 17.11.1.11 Manufactured or purchased "show" bars are not acceptable.

17.12 **AWARDS:** Mud Bog Racing & Mega Truck Racing Awards: Must have valid 2021 W9 from racer prior to being paid.

Class 1
1st - \$400
2nd - \$100 Bonus plus 100% Pay-in/Payout
3rd - \$50 Bonus plus 100% Pay-in/Payout
4th - 100% Pay-in/Payout
5th - 100% Pay-in/Payout
Class 2
1st - \$400
2nd - \$100 Bonus plus 100% Pay-in/Payout
3rd - \$50 Bonus plus 100% Pay-in/Payout
4th - 100% Pay-in/Payout
5th - 100% Pay-in/Payout

Class 3
1st - \$400
2nd - \$100 Bonus plus 100% Pay-in/Payout
3rd - \$50 Bonus plus 100% Pay-in/Payout
4th - 100% Pay-in/Payout
5th - 100% Pay-in/Payout
Class 4
1st - \$500
2nd - \$100 Bonus plus 100% Pay-in/Payout
3rd - \$50 Bonus plus 100% Pay-in/Payout
4th - 100% Pay-in/Payout
5th - 100% Pay-in/Payout
Class 5
1st - \$700
2nd - \$100 Bonus plus 100% Pay-in/Payout
3rd - \$50 Bonus plus 100% Pay-in/Payout
4th - 100% Pay-in/Payout
5th - 100% Pay-in/Payout
Class 6
1st - \$900
2nd - \$100 Bonus plus 100% Pay-in/Payout
3rd - \$50 Bonus plus 100% Pay-in/Payout
4th - 100% Pay-in/Payout
5th - 100% Pay-in/Payout

18. Mega Truck Racing

- 18.1 Explanation of Contest Hill & Hole Track: This is a side by side race through a hill and hole mud bog. Round 1 will consist of the entire class running through the field. Round 2 will consist of the trucks switching lanes from Round 1 (with same matchup partner and then proceeding to run through the entire field. The final round will be determined by taking the Top 2 fastest times from each truck from Round 1 or Round 2. Those two trucks will be in the final race. The winner OF THE FINAL RACE is determined by who crosses the finish line first. The race is started utilizing a manual green flag drop or green light. Transponder records elapsed times. 3rd place and onward will utilize fastest times to determine overall finishing position.
- 18.2 Hill & Hole Starter Order: Races will be started utilizing a green light system or manual green flag drop. Drivers that jump the start (false start) will be disqualified.

- 18.3 Mega Truck Tech Fee: \$0 per entry; (Includes J Track & Hill & Hole)
- 18.4 Each class requires 4 entries minimum. In the event this requirement is not met, that particular class will be cancelled. Please check the 4WJ event schedule online prior to the event to determine which classes have met the requirement.
- 18.5 Tires must be at least 48" tall.
- 18.6 Axles must be 2 1/2 ton or larger.
- 18.7 Any engine combination.
- 18.8 Must have driveline containment/ u joint shield.
- 18.9 RII (Remote Ignition Interrupter) are recommended.
- 18.10 Must have at least a fire extinguisher (Co2 recommended) within reach of driver or fire suppression system.
- 18.11 Must have a containment seat of some type.
- 18.12 NO OEM frames! Tube chassis of some type with roll cage.
- 18.13 Must have some type of master disconnect switch at rear of vehicle.
- 18.14 Drivers must wear a neck restraint of some type. NO NECK ROLLS.
- 18.15 Drivers must wear a full fire suit NO JEANS (pants/jacket)
- 18.16 Full face Helmets required. No open face helmets allowed FULL FACE HELMET
- 18.17 Must have a minimum of 5 point harness belts.
- 18.18 Full boots/fire shoes are required. No open toe!
- 18.19 Use common sense and have fun TRUCKS must meet every rule every pass.
- 18.20 Mega Truck Class (1) 14".9X24" (49") And Taller 2.5 Ton And Larger Axles
- 18.21 Mega Truck Class (2) 12".4X24" (45") And Smaller Tires 2.5 Ton & 1 Ton Axles Permitted
- 18.22 No alcoholic beverages allowed in the pit area or on the race course.
- 18.23 All racing vehicles must remain in the pit area after being inspected.
- 18.24 Idle speed at all times when in the pit area or while going to and coming from the track.
- 18.25 Drivers have 3 minutes after each call for class to stage.
- 18.26 If your vehicle becomes stuck or stalls, you will be given a reasonable length of time to get started. To continue competition no track staff is allowed to assist.
- 18.27 Each vehicle must complete their staging to be eligible to place during the eliminator event.
- 18.28 Event Management may clarify a class at a meet. Event Management will not be responsible for the miss-classifying of any vehicle.
- 18.29 Mega Truck Awards: - Must have valid 2021 W9 from racer prior to being paid.

Mega Truck Prize Purse

- 1st - \$800
- 2nd - \$600
- 3rd - \$500
- 4th - \$450
- 5th - \$400
- 6th - \$350
- 7th - \$300
- 8th - \$200