



Central Mudracing Association

**Rules and Regulations
2011**

<http://www.cmamudracing.com>

CMA

2010 Class Winners



Mud Classes

SHOWROOM STOCK

1. Jennifer Leisgang – 91 Points
2. Lance Leisgang – 71 Points
3. Scott Kuderer – 54 Points
4. Mike Munz – 53 Points

PRO STOCK

1. Jason Czaja – 100 Points
2. Tom Wood – 77 Points
3. Mick Hinrichs Sr. – 75 Points
4. Keith Raedel Jr. – 70 Points

STREET STOCK

1. Larry Leisgang – 74 Points
2. Dan Olson – 72 Points
- 3t. Ryan Yule – 68 Points
4. Jason Bergman – 68 Points

MODIFIED

1. Jason Czaja – 83 Points
2. Tom Wood – 81 Points
3. Richard Woodford – 76 Points
4. Keith Raedel Jr. – 75 Points

SUPER STOCK

1. Calvin Raedel – 79 Points
2. Chad Bergman – 73 Points
3. Keith Raedel Sr. – 68 Points
4. Mark Olson – 49 Points

OPEN

1. Joel Coolidge – 87 Points
2. Gordie Scheuermann – 74 Points
3. Rick Kruschke – 58 Points
4. Roger Widholm – 37 Points

Tuff Truck Classes

STREET STOCK

1. Damian Dinger – 39 Points
2. Rick Schilling – 38 Points
3. Josh 'Bud' Deck – 36 Points
4. John Williams – 31 Points

PRO

1. Luke Brueggemann – 43 Points
2. Ben Passa – 41 Points
3. Rick Schilling – 39 Points
4. Brad LaMarche – 15 Points

CONGRATULATIONS TO YOU ALL!

Disclaimer

- CMA makes no representations or expressed or implied warranties that compliance with the rules and regulations published in this rules 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.

Use of Rules

- Written permission must be obtained from CMA before any individual or organization can specify or use these rules for any event or activity not sanctioned by CMA.

CMA Policies

- Each member and/or participant agrees to familiarize themselves with all policies, rules, and regulations prior to competing in any CMA sanctioned event.
- Each member and/or participant expressly agrees that the act of entering a CMA sanctioned event shall constitute an agreement by him/her to be bound by all of the rules and regulations covering the event. The participant agrees to be bound by any of the decisions of the rules committee. The member and/or participant also agrees to release and waive from liability and agrees not to bring any action against the CMA, rules committee, the facility, event sponsors, promoter, and all other event officials for any loss or damage caused by decisions, erroneous or otherwise, or decisions based on malfunctioning electronic or mechanical equipment, whether due to negligence or otherwise.
- In entering an event, the member and/or participant agrees to release and waive from liability and agrees not to bring any action against the CMA, rules committee, the facility, event sponsors, promoter, and all other event officials for any loss, damages, or injury associated with any actions taken by the rules committee during the course of the race, whether such action constitutes negligence or otherwise.
- The word "participant" shall include any persons directly or indirectly associated with any vehicle lawfully upon the premises for purposes of competition including, but not limited to owners, drivers, and crewmembers.
- The authority of the rules committee to make decisions shall include and cover every facet of any kind in connection with the track, pits, conduct of the race, competition, behavior of the contestants and shall include the right to disqualify a driver and his/her vehicle from the race with no refunds made.
- All members and/or participants take full responsibility and liability for their family, friends, and crew. For safety reasons, familiarize them with all the rules and regulations of the CMA.
- Any behavior of erratic driving in the pit or racetrack deemed by the rules committee as unsafe or detrimental to the event will result in immediate disqualification and expulsion. Improper conduct of family, friends, and/or support crew will result in driver and vehicle disqualification. **THERE IS NO FIRST WARNING AND NO REFUNDS TO RACER AND/OR CREW! Any behavior detrimental to CMA will result in expulsion.**

Vehicle Operation and Contestant Eligibility

- All vehicles must be operated in a safe manner at all times. The rules committee may disqualify any driver and vehicle not being operated in a safe manner.

- Driver or pit crew member must be seated in the driver's position any time the vehicle's engine is running, or anytime attempting to start the engine, and at all times when being unloaded, driven, or towed.
- Prior to competition, all cars and drivers must pass a technical and safety inspection. All vehicles must have required safety equipment present when vehicle is teched prior to race.
- Only the driver will be allowed in competition vehicles when being raced, towed, or driven. No riders.
- The primary responsibility for the safe condition and operation of a mud racer in competition rests with the car owner and driver. The promoter assumes major responsibility for the operation of a safe mud pit. The total responsibility for mudracing progress, however, must be shared by everyone associated with the sport. The CMA serves as a coordinator and facilitator between the mud racers, the track and facilities owners, and the promoter.
- Driver is responsible to bring race vehicle to central tech inspection area.
- **Driver under 18 years of age must have parent or legal guardian present to sign waiver.**

CMA Sanctioning Guidelines

Promoter will Provide

- Mud racetrack of proper construction. 150' mandatory length and 35' minimum width, with 40' recommended. Side markers should be placed every 10'. Contact CMA for track guidelines.
- Shut down area at least 250' with 2x length of track recommended.
- Pit and tech areas.
- Spectator barriers need to be at least 25' from track with 50' recommended for safety considerations.
- Night races must have fully illuminated pits and shut down areas.
- Proof of insurance needed at least 15 days prior to the event.
- Ambulance or proper emergency equipment and personnel.
- Fire extinguishers for track.
- Pressurized wash off area absolutely mandatory and should remain open at least 1 hour after race ends. No garden hoses.
- Pull out vehicles and equipment.
- Tower and adequate lighting.
- Driver registration personnel.
- All track personnel to operate race. \$50 per person charge for CMA personnel to fill in if needed.
- Security personnel.
- Appropriate equipment available to clean start line and groom track between classes as needed.
- Handicap parking and viewing areas to be set aside.
- Lane side markers to be lathe pounded firmly into the ground with ribbon or paint markings on top.

To the Promoter

- All races will have a \$750.00 sanctioning fee. Includes the following:
 \$250 to announcer \$75 to tech inspectors
 \$225 to starting lights \$150 to CMA account
 \$50 to scoring & registration
- Split shows and Tuff Truck shows will be charged extra for set up, etc.
- Promoter agrees to add in \$2.00 per spectator to racers' purse or \$1000, i.e. whichever is the greater of the two (minimum spectator count of 500).
- Promoter to pay \$250.00 to have the race on the calendar. The rest to be paid day of race.
- It is mandatory to use numbered armbands furnished by the CMA at every race.
- Tuff Truck shows require that an additional \$0.50 per spectator to be added to their purse for that day.

CMA Points Awarded for all Events

Each race:

<u>Place</u>	<u>Points</u>	<u>Place</u>	<u>Points</u>
1 st	10	6 th	5
2 nd	9	7 th	4
3 rd	8	8 th	3
4 th	7	9 th	2
5 th	6	10 th	1

- Every racer from 10th to last place will receive 1 point for showing up and paying entry fees.
- The one race with the lowest points total will be thrown out for each racer to calculate the points championship. In the event of a first place tie, we will look at the number of first place finishes from the season to determine first and second place. If a tie still exists, we will then look at the number of second place finishes from the season to determine first and second place. We will continue this until only one racer is in first place.

Race Day Rules

- **One entry per driver per class. Each driver must draw his/her own number. Dual runs that draw back-to-back numbers will not be allowed to redraw. Two different trucks entered into one class with one driver is not allowed.**
- **A wild card chip will be added for all classes when drivers pull race order numbers. This will allow the driver who picks the chip to choose running position. Running position must be determined before the driver's meeting. The wild card chip will not be available after the driver's meeting.**
- Driver must run the vehicle that he/she registered to race for that class that day.

- Driver must run in position drawn.
- Movement past start line will be considered a run. There is a one time 25-foot allowance for vehicle breakdown marked by a cone. No packing the track.
- Drivers must register and be teched prior to the running of the first racer in that class.
- If a vehicle has previously been teched in and no changes have been made, one race grace period will be allowed to comply except for visible safety violations.
- A vehicle that has rolled over earlier in the day needs to have a complete tech inspection prior to racing again.
- Drivers registering less than ½ hour prior to the time the race is scheduled to begin will not be refunded gate admission (money will go into the racers' purse for that day).
- The mandatory Driver's Meeting is always held 15 minutes prior to the scheduled race time.
- All drivers must attend driver's meeting – if a driver is not at the meeting, he/she will not race.
- All drivers must sign the waiver form prior to racing.
- Racer has five minutes to get vehicle to start line after name is announced.
- Vehicles that hit any of the stakes between the start line and finish line, and any vehicles that are out of control after the finish line, will be disqualified.
- All vehicles must self-start and self-stage. Staging must be done under the vehicle's own engine power. Driver must bring vehicle to start line. No pit people are allowed at the start line.
- Vehicle may only be raced twice in each class, provided there are two different drivers. Except for Open class as it is being run twice. Vehicle may only receive one payback.
- Protest fees: There will be a \$50 non-refundable protest fee. This fee will go into the CMA account. An additional refundable \$25 fee will be assessed for an external protest and an additional refundable \$150 fee will be assessed for an internal protest. The refundable portion of the protest fees will go to the person who the Rules Committee decides in favor of. All rules are subject to tech interpretation. The protest must be submitted in writing and signed within 15 minutes of the completion of that class. A protest must come from a person racing in that class that day. The Rules Committee has the authority to accept or reject any protest request. A protest will not be accepted if the protestor is under any influence of alcohol. Members of the Rules Committee do not vote on a protest on their own vehicle or a vehicle in their own class if in competition that day. Protests can include fuel and vacuum. Random internal inspections found to be legal will receive \$150.

- If a vehicle is protested and it is found to be illegal, all drivers racing that vehicle that day will lose points for the season and a \$500 fine will be imposed. Neither the vehicle nor the driver(s) can race until this fine is paid. The fine will go into the CMA account. Any points and money earned for that race will not be dispersed to the individual found illegal. The vehicle will need to be legal and re-inspected at or before their next competition.
- After a vehicle has made a pass, if a tech inspector finds a problem/illegal vehicle during a random test, the points for that day are lost for all drivers racing that vehicle that day and a \$500 fine will be imposed. Neither the vehicle nor the driver(s) can race until this fine is paid. The fine will go into the CMA account. Any points and money earned for that race will not be dispersed. The vehicle will need to be legal and re-inspected at or before their next competition.
- The rules committee reserves the right to randomly inspect vehicles at their discretion.
- **Fines will be imposed at the discretion of the Rules Committee.**
- **A competitor may not proceed with his/her run until they have been given a green light or green flag.**
- All oil and fuel related products must be disposed of properly.
- No unrestrained pets allowed in pit area.
- No alcoholic beverages allowed in pit areas. Zero tolerance to drivers drinking before racing.
- CMA and the Rules Committee reserves the right to refuse to allow anyone to race who we feel is unsafe.
- 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. The Rules Committee will make a ruling consistent with rulings in situations of the same nature. ALL INTERPRETATIONS OF THESE RULES WILL BE MADE BY THE RULES COMMITTEE AND THESE JUDGMENTS ARE FINAL.

Protective Gear/Vehicle Requirements

1. **Helmet:**

- * All drivers must wear a D.O.T. approved helmet.
- * Helmet must remain on until out of race area.
- * In Pro Stock, Modified and Open vehicles, the driver must wear a full-faced helmet with a Snell 85M or preferably a Snell SA85 or SFI 31.2 rating. Snell 80 rating will not be acceptable. A 360-helmet support is strongly recommended.

2. **Fire Suits and Clothing:**

- * All drivers in Pro, Modified, and Open classes must wear SFI approved fire suits in good condition.
- * No open footwear allowed.
- * Fire resistant head wear, gloves, and footwear are strongly recommended.

3. **Eye Protection:**

- * Eye protection (face shields, goggles, safety glasses) is mandatory in all vehicles without windshields.
- * No sunglasses.

4. **Belts and Driver Restraints:**

- * Driver restraint system required in all vehicles.
- * OEM seat belts allowed in showroom stock, street stock, and super stock.
- * A 4-point racing harness is required in Pro Stock, Modified and Open vehicles.
- * Where roll cages are required, a 4-point racing harness is also required.
- * Seat belts and seat mountings must be deemed safe by the tech team. Seat belt needs to be replaced when deemed unsafe by tech inspector.

5. **Fire Extinguishers:**

- * All non-street legal vehicles must carry a minimum of one 2.5-pound halon, CO2 or dry chemical fire extinguisher with a functional dial gauge and be fully charged.
- * Extinguishers should be mounted with a quick release bracket mounted within the driver's reach when belted in, either in front or to one side of the driver.
- * No fire extinguishers are to be mounted behind the driver.
- * No loose fire extinguishers.

6. **Ignition Switch:**

- * All vehicles are required to have an ignition kill switch to kill fuel and ignition.
- * **OEM ignitions are allowed in street stock and super stock.**
- * Any non-street legal vehicle must have a battery cut out switch mounted at the rear of the vehicle and facing the rear of the vehicle.
- * All electric fuel pumps must be wired to ignition kill switches.
- * Ignition kill switch must be located within driver's reach with restraints intact, and clearly labeled either on/off or kill switch.

7. **Neutral/Park/Clutch Pedal Safety Switch:**

- * All vehicles must have a working neutral/park/clutch pedal safety switch. Vehicle must NOT be able to be started in any forward or reverse gear.

8. **Firewall and Floor:**

- * All vehicles must have a complete firewall and floor pan separating the driver from the engine compartment and driveline components. The firewall should remain unmodified through the Super Stock class. (Rules Committee discretion)

9. Battery Mounting:

- * Batteries in all vehicles must be securely mounted using an OEM battery hold down system or properly constructed rigid hold down device.
- * No bungee cords, ropes, or wire.
- * Batteries mounted within driver's area must be properly shielded from driver. Plastic marine case recommended.

10. Cooling Systems:

- * All engine and transmission cooling devices must be securely mounted and shielded from drivers.

11. Brake Systems:

- * **All vehicles are required to have 4 wheel functional hydraulic brakes in good working order. Must be tested prior to race.**
- * Vehicles must have dual braking systems and must be able to stop in designated shut down area.
- * **Transmission brake usage will be allowed in Pro Stock, Modified, and Open classes only.**
- * Pro Stock, Modified and Open classes must have 2 separate master cylinders.
- * All brake lines must be in good condition and secured properly.
- * Steering and Wheel brake upgrades are allowed in Street Stock, Super Stock, and Pro classes. Tech inspectors will approve materials and workmanship.

12. Fuel and N.O.S. Systems:

- * All nitrous bottles and fuel tanks/cells must be securely mounted.
- * N.O.S. shut off must be accessible to the driver by using the OEM valve, an electric solenoid system, or a ¼ turn shut off valve - must be within driver's reach when belted.
- * Absolutely no tank other than OEM in cab.
- * All fuel lines must be in good condition, properly secured, and outside of driver's compartment.
- * Any vehicles running nitrous oxide must comply with rules for Modified class and up.

13. Engine:

- * All engines must have a minimum of 2 external throttle return springs per carb.
- * All blowers must have an SFI approved blower restraint system and a 360 degrees shield on all blower belts. Aluminum blower studs are required on all supercharged engines.
- * Any engine moved from OEM frame mountings must be mounted properly by substantial construction and be deemed safe by tech team.
- * Belts and hoses must be in good condition.
- * All components in engine compartment must be properly secured.

14. Exhaust:

- * Exhaust systems in all classes must be routed as to exit either up, down, or straight back. At no time should it exit to the side as to endanger officials or spectators. (See individual classes for routing allowances.)

15. Driveline:

- * All non-street legal vehicles must have either a transmission blanket, shield, or SFI approved case covering the transmission if equipped with an automatic transmission. Recommended on all vehicles.

- * All non-street legal vehicles are required to have driveshaft safety loops within 8" of U-joint and not to exceed 24" between loops and 360-degree U-joint shields. U-joints are to be 2" wide.

* **All exposed chain-type transfer cases must have a 360 degree shield of at least 3/16" thick steel or aluminum. Frame cross members covering part of the chain can be considered part of the 360 degree shield.**

- * All driveline shields required must be constructed of at least 1/8" thickness steel or aluminum.

16. Hitching Points:

- * Vehicles must have rigid front and rear hitching points.
- * Hitching points must be easily accessible and be substantially constructed. No chains, straps, cable, frame rail holes, spring shackles, or trailer balls.
- * Step bumpers with 1" hole allowed if properly secured to frame with a clevis.
- * Tow hooks must be attached to frame using a minimum of two ½" grade 5 bolts. Tow hook clips are recommended.
- * Safety of rigid hitching point determined by rules committee. Ruling is final.

17. Body and Roll Bar/Roll Cage:

- * No body lifts over 4 inches.
- * All open bodies vehicles must have a safe and securely mounted roll bar/roll cage, deemed safe by rules committee.
- * A 4-point roll bar is mandatory on all open bodied or non-street legal vehicles and is highly recommended in all vehicles.
- * A frame mounted 6-point roll cage is mandatory on all open bodied Pro Stock, Modified, and Open class vehicles.
- * All roll bars and cages should be constructed of continuous looped roll bar material. No welded corners.
- * Metal roof section or properly placed wing constructed of metal to cover driver's head. (Rules Committee discretion)

Where Roll Bars are Required

- * Roll bars must consist of at least one continuous hoop not less than 1½" O.D. Must be steel tubing or chromoly with a minimum wall thickness of .090.

- * Roll bars must be suitably braced within 6" of the top of the main hoop and brace must be constructed of the same material as the main hoop.

- * Roll bars must be mounted on either the frame or the body. If mounting to the body, roll bars must have backing plates made of steel and minimum thickness of 1/8". Roll bars must be mounted in at least four places. No washers accepted as backing plates. All aluminum and fiberglass bodied vehicles must have frame-mounted roll bar.

- * Where bolts are used for mounting roll bars, they must be at least 3/8" diameter and have a minimum of SAE grade 5. Each mounting plate must have at least 3 bolts in them.

CMA Classes

* Low carbon (mild) steel tubing or chromoly is recommended. Other materials are subject to prior approval. No square tubing is permitted. No iron pipe of any kind is permitted and workmanship will be evaluated by the Rules Committee. No brazing or soldering allowed.

* Roll bars must have a 3/16" inspection hole in a non-critical area.

Where Roll Cages are Required

* Roll cage must consist of at least one continuous hoop not less than 1½" O.D. and a minimum wall thickness of .090.

* Roll cage must be mounted to the frame or body as required in at least 6 places. If mounted to the body, backing plates of at least 1/8" must be used on all 6 mounting locations. No washers accepted as backing plates. All aluminum and fiberglass bodied vehicles must have frame-mounted roll cage mounted in at least 6 places.

* Where plates are used, each must contain 3 bolts 3/8" diameter and a minimum of SAE grade 5.

* Roll cages must consist of a configuration of front and rear hoops connected by tubing on the sides or side hoops in a manner deemed safe by the inspection team. Driver's head must not protrude above the cage with helmet on and strapped in. The roll cage must be securely supported and braced. All main supports of the cage hoops must be within 6" of the top bends.

18. Suspension Systems:

* All suspension systems of either OEM or after market design must be constructed safely and approved by the tech team.

* No blocks allowed in front suspension.

19. Tires and Mounting:

* All lug nuts and studs must be intact in order to race.

* Tire size will be determined by measurement at the widest diameter.

20. Altered Pick Up Boxes:

* Driveshaft loops and U-joint shields required – no exceptions.

21. Other:

* Absolutely no loose objects in any race vehicle.

* All rules are subject to rules committee approval, discretion, and interpretation.

* All vehicles legal in original class may advance to a higher class without making changes.

SHOWROOM STOCK:

1. Tires:

- 33" maximum D.O.T. tire. No cutting or grooving.

2. Engine:

- Must be factory available engine in stock location – NO modifications.
- No headers - must be stock exhaust and intact. Dual exhaust and glass packs allowed.
- Must pull 17" or more of manifold vacuum @ 900 RPM or less on our gauge.
- Must have factory stroke only. No stroking or de-stroking, max overbore of .060.
- Electric fans, electric water pumps, and fuel pumps are only allowed if they were on the vehicle from the factory. Fans can be taken off.
- Must have 2 external return springs on the carb.
- Batteries in all vehicles must be securely mounted.
- OEM ignition only.

3. Body:

- All exterior and interior panels to be intact and unmodified.
- Tops and tailgates may be removed.
- After-market seats allowed.

4. Frame and Suspension:

- Must be factory suspension design for that vehicle.
- Lift kits allowed. Maximum 4" body lift.

5. Fuel:

- Additive-free pump gasoline or diesel only.
- Fuel tanks must remain in stock location.
- No fuel cells allowed.

6. Neutral/Park/Clutch Pedal Safety Switch:

- All vehicles must have a working neutral/park/clutch pedal safety switch. Vehicle must NOT be able to be started in any forward or reverse gear.

STREET STOCK:

1. Tires:

- Any DOT tire. No cutting or grooving.

2. Engine:

- Must be factory available engine in stock location.
- Must have same cubic inch that came in that year with production heads that match that cubic inch.
- Must have factory stroke only. No stroking or de-stroking, max overbore of .060.

- Headers allowed – exhaust must be intact. Mufflers must be automotive type.
- Must pull 15” or more of manifold vacuum @ 900 RPM or less on our gauge.
- Vacuum will be checked before next race if protested. Complimentary vacuum check will be available.
- CJ5’s and CJ7’s not to exceed 304 CID block.
- **Aluminum intakes and carburetor adapters or spacers are allowed. No high rise intake manifolds. Adapters or spacers not to exceed 2”.**
- Predator carbs are considered 4 barrels. All vehicles can run up to 4 barrels. Only 1 single carb is allowed.
- No air cleaner routing to inside of driver’s compartment.
- Stock-type valve trains required for that vehicle.
- Electric fuel pumps are allowed.
- Fuel cells are allowed and must be covered and shielded from the driver’s compartment.
- Must have 2 external return springs on the carb.
- Batteries in all vehicles must be securely mounted and shielded from driver.
- **OEM ignitions are allowed.**

3. Body:

- No body swaps.
- No flat beds.
- **Body and interior must be intact including all dash, heater components, door glass, handles and cranks, windshields, etc. Any replacements need to be factory or better.**
- Must have factory or better front bumper for that vehicle. Rear bumper must be at least equivalent of front bumper.
- Only OEM replacement body parts allowed. Fiberglass OEM replacement tilt front ends allowed. No race or lightweight fiberglass look- a-likes.

4. Frame and Suspension:

- Axle swaps allowed, suspension must remain factory design for that body style.
- Lift kits and 2- point traction bars allowed. Maximum 4” body lift.
- Must be unmodified frame and wheelbase.

5. Fuel:

- Additive-free pump gasoline or diesel only.

6. Neutral/Park/Clutch Pedal Safety Switch:

- All vehicles must have a working neutral/park/clutch pedal safety switch. Vehicle must NOT be able to be started in any forward or reverse gear.

SUPER STOCK:

1. Tires:

- Any D.O.T. tire. No cutting or grooving.

2. Engine:

- In family engine swaps – allowed in stock location. All vehicle sizes limited to number of cylinders available from factory.
- Headers allowed – exhaust must be in tact. Mufflers to be automotive-type.
- Must have factory stroke only. No stroking or de-stroking, max overbore of .060.
- Intake manifold not to exceed 4 barrels. Only can have 1 carb.
- Carb adapters not to exceed 2”. No tunnel rams allowed.
- Any block or head that is produced by and came on any factory production vehicle is allowed.
- No air cleaner routing to inside of driver’s compartment.
- Fuel cells are allowed.
- Must have 2 external return springs on the carb.
- Batteries in all vehicles must be securely mounted and shielded from driver.
- **OEM ignitions are allowed.**

3. Body:

- No body swaps.
- No flatbeds allowed.
- Must have factory or better front bumper for that vehicle. Rear bumper must be at least equivalent of front bumper.
- **Body and interior must be intact – including all dash, heater compartments, door glass, handles and cranks, windshields, etc. Any replacements need to be factory or better.**
- Only OEM replacement body parts allowed. Fiberglass OEM replacement tilt front ends allowed. No race or lightweight fiberglass look-a-likes.
- Battery relocation in marine-style case, securely mounted.

4. Frame and Suspension:

- Axle swaps allowed, suspension must remain factory design for that body style.
- Lift kits and 2-point traction bars allowed. 4” Maximum body lift.
- Must be unmodified frame and wheelbase.

5. Fuel:

- Additive-free pump gasoline or diesel only.

6. Neutral/Park/Clutch Pedal Safety Switch:

- All vehicles must have a working neutral/park/clutch pedal safety switch. Vehicle must NOT be able to be started in any forward or reverse gear.

7. Transmission Brakes:

- **Any vehicle with a transmission brake installed must have a disconnect located outside of driver control. The transmission brake must be disconnected to run that vehicle in Super Stock.**

PRO STOCK: (A Fire Suit is Mandatory in this Class)

1. **Tires:**
 - Any D.O.T. tire allowed. No cutting or grooving.
 - **Lower class vehicles jumping up may run cut tires or a transmission brake – but not both.**
 - Wheelie bars allowed.
2. **Engine:**
 - No aluminum blocks.
 - Engine swaps allowed.
 - Engine must remain in factory frame location or harmonic balancer centered above front axle tube.
 - Single or multiple carburetors are allowed.
 - SFI harmonic balancer required, or 360-degree coverage.
 - Open headers allowed – up, down or straight back.
 - Must have 2 external return springs on each carb.
 - Batteries in all vehicles must be securely mounted.
3. **Body:**
 - 4" maximum body lift.
 - Body swaps allowed. Single layer OEM style racing bodies allowed.
 - Fender modifications allowed to accommodate larger tires.
 - If any OEM interior metal has been altered, a frame mounted 6-point cage is required.
 - Driver must sit in stock location.
 - Exterior body must appear dimensionally correct for a factory vehicle body.
 - Any missing windshield – 4-point roll cage mandatory.
4. **Frame and Suspension:**
 - Must have factory OEM frame.
 - Wheelbase must appear to match chassis, body, and suspension.
 - Traction bars allowed – 3 or 4 link suspensions allowed.
 - Leaf spring and live axles allowed front and rear.
 - Any suspension allowed, front or rear.
5. **Fuel:**
 - Gasoline, diesel, or alcohol.
 - No performance-altering additives allowed.
 - Upper cylinder lubricants are allowed.
 - Nitrous Oxide not allowed.
6. **Neutral/Park/Clutch Pedal Safety Switch:**
 - All vehicles must have a working neutral/park/clutch pedal safety switch. Vehicle must NOT be able to be started in any forward or reverse gear.

MODIFIED: (A Fire Suit is Mandatory in this Class)

1. **Tires:**
 - Any D.O.T. tire. Cutting and grooving allowed.
 - Vari tracks are allowed on front.
 - Wheelie bars allowed.
2. **Engine:**
 - Any single internal combustion engine.
 - SFI harmonic balancer required, or 360-degree coverage.
 - No forced induction.
 - Must have 2 external return springs on the carb.
 - Batteries in all vehicles must be securely mounted.
3. **Body:**
 - Must be a recognizable body resembling either production, recreational, or competition vehicles.
4. **Frame and Suspension:**
 - Any style frame.
 - Any suspension allowed.
 - Engine setbacks allowed.
 - Main frame rails must be minimum of 1½".
 - 150" maximum wheelbase.
5. **Fuel:**
 - Gasoline, diesel, or alcohol.
 - No **fuel** performance-altering additives allowed.
 - Upper cylinder lubricants are allowed.
 - Nitrous Oxide allowed.
6. **Neutral/Park/Clutch Pedal Safety Switch:**
 - All vehicles must have a working neutral/park/clutch pedal safety switch. Vehicle must NOT be able to be started in any forward or reverse gear.

OPEN: (A Fire Suit is Mandatory in this Class)

1. **Tires:**
 - Any 4 rubber tires. D.O.T. or tractor tires run last.
 - Wheelie bars allowed.
2. **Engine:**
 - Any single internal combustion engine.
 - SFI harmonic balancer required, or 360 degree coverage
 - 360-degree shield for blower belts.
 - Must have 2 external return springs on the carb.

- Batteries in all vehicles must be securely mounted.
3. **Body:**
 - Must be a recognizable body resembling either production, recreational, or competition vehicles.
 4. **Fuel:**
 - Gasoline or alcohol only.
 - Nitrous oxide allowed.
 - No performance-altering additives allowed.
 - Upper cylinder lubricants are allowed.
 5. **Frame and Suspension:**
 - Any style frame.
 - Any suspension allowed.
 - Engine setbacks allowed.
 - Main frame rails must be minimum of 1½”.
 - 150” maximum wheelbase.
 6. **Neutral/Park/Clutch Pedal Safety Switch:**
 - All vehicles must have a working neutral/park/clutch pedal safety switch. Vehicle must NOT be able to be started in any forward or reverse gear.

TUFF TRUCK Classes

SPIRIT OF THE RULE

Although every effort has been directed towards complete, understandable, and correct rules, no one can possibly anticipate every situation or interpretation. With this in mind, we must refer to THE SPIRIT OF THE RULE. This means very simply, the intent of every rule and classification. Additional adjustments, alterations, modifications, and/or replacements not covered by written rules should not be assumed to be legal under SPIRIT OF THE RULE.

SPIRIT OF THE RULE will be the final criteria by which rules will be interpreted and enforced.

SAFETY REQUIREMENTS FOR ALL VEHICLES

1. No nitrous or blowers allowed.
2. Minimum of 2 external throttle return springs. On all engines.
3. No exhaust system may be routed through the driver's compartment.
4. No air filter or air intake may be routed into the driver's compartment.
5. No fuel lines may be routed through the driver's compartment.

6. Any other fluid lines in the driver's compartment must be completely shielded from the driver.
7. No lift blocks allowed in any leaf spring front suspension.
8. No rear steering allowed.
9. No pinion or steering brakes allowed.
10. Must have 4 wheel hydraulic brakes capable of locking all 4 wheels.
11. All batteries must be securely fastened by OEM or preferably better mounting device. If mounted in the driver's compartment, it must be completely shielded from the driver. (Marine case suggested.) Absolutely no rope, bungee cords, wire, etc. will be allowed. Two or more threaded rods with steel cross piece are suggested. Covering with non-conductive material highly recommended (floor mat, etc.).
12. All vehicles must have working forward and reverse gears.
13. All automatic transmission must have a working neutral/park safety switch. Manuals must have a clutch switch. No vehicle should be able to be started in any forward or reverse gear.
14. All fuel cells/tanks and lines must be securely mounted with no leaks. Only stock OEM tanks or racing fuel cells will be allowed. No boat or ATV tanks allowed. Only factory original fuel tanks will be allowed in the driver's compartment (behind seat tanks).
15. No loose objects of any kind in or on any part of the vehicle, including, but not limited to, driver's compartment, box or bed of truck, and under/behind seats.
16. All tailgates must be secured (welded or bolted) or removed. All toppers must be through-bolted with flat washers in a minimum of 4 places. No C-clamps.
17. All drivers are required to wear a DOT-approved helmet. Helmet support is mandatory in all classes.
18. All drivers must wear a minimum of long pants and a full shirt. No open footwear. SFI-approved fire suit is strongly recommended in stock class, mandatory in modified class.
19. Drive shaft loops strongly recommended in stock class, mandatory in modified class.
20. Eye protection is mandatory in all vehicles (face shields, goggles, safety glasses). No sunglasses.
21. All open top vehicles must have a metal sheet or approved netting over a minimum of the driver to keep arms inside of cage in the event of a rollover.
22. All bodies must be firmly attached to the vehicle frame. Any vehicle with severe rust damage may be deemed unsafe by tech officials.
23. All vehicles must have roll over protection. A 4-point roll bar is highly recommended. Any vehicle with a broken windshield, removable top/doors or previous roof damage must have a minimum of a 4-point roll bar. Other materials or designs may be allowed if they provide equal or greater protection. Vehicle weight may be a factor. Tech inspector decisions will be final. Any fiberglass-bodied vehicle must have a minimum of a 6-point frame mounted roll cage. (See roll cage requirements.)
24. Doors must be unlocked during competition. Quick release window nets strongly recommended in stock class, mandatory in modified class.
25. **A driver is to come to a complete stop and take their hands off the steering wheel after a tuff truck run.**

STOCK:

1. Any OEM production body style allowed – 2- or 4-wheel drive.
2. Maximum induction is a single 4-barrel carburetor or OEM fuel injection.
3. Exhaust systems in all classes must be routed as to exit either up, down, or straight back. At no time should it exit to the side as to endanger officials or spectators.

4. No body/frame/suspension swaps allowed. Wheelbase must match chassis and body.
5. Must have OEM-style suspension for that vehicle. Suspension lifts allowed up to 4" maximum.
6. Limited to stock number and location of shocks for that vehicle. Mounts may be reinforced but may not be moved.
7. Must have OEM or better front and rear bumpers.
8. All major components must be intact and in stock location (radiator, dash & seats). The only item that may be relocated for safety reasons is the battery.
9. All OEM body panels must be intact. Wheel wells may be cut out for larger tires. Removable roofs and tailgates may be removed.
10. Any DOT tire allowed. No cutting or grooving.
11. OEM lap/shoulder belts minimum. 5-point safety harness strongly recommended.
12. OEM seat minimum. Racing seat strongly recommended.
13. Recommended that sunroof openings be covered with metal.

MODIFIED:

1. Any production body style allowed - 2- or 4-wheel drive.
2. Must have OEM-style frame. May be modified to accommodate body/suspension swaps. No tube frames.
3. Any single engine allowed. May be in stock location or set back no more than 15% of wheelbase, measured from front of block to spindle centerline. Any set back engine must be securely mounted and deemed safe by tech officials.
4. Multi-carb, OEM style, or aftermarket fuel injection allowed. Any internal engine modifications allowed. Open headers allowed.
5. Radiator and battery may be relocated provided it is securely mounted with no leaks. Must be completely shielded from the driver.
6. No cantilever or compound suspension allowed. No nitro-charged shocks as primary suspension. No shock may be adjustable while vehicle is in motion. Shock mounts may be relocated, coilovers will be allowed. No limit on number or location of shocks.
7. Must have OEM-style coil/torsion/leaf springs. 3 or 4-link allowed front and rear. Limited to 14" travel measured from axle to steel contact point. Bump stops included in measurement.
8. All glass must be removed. Any body or interior modifications allowed as long as it is safe.
9. Driver's compartment must be fully shielded from engine/driveline by a floor/firewall.
10. Must have an easily accessible and labeled master kill switch at the vehicle rear. Switch must kill all ignitions, fuel pumps, electric fans, and all other electrical accessories in case of roll over.
11. Must have a labeled kill switch within reach of a fully belted in driver. Switch must kill all ignition and electric fuel pumps.
12. Must have a securely mounted racing fuel cell with roll over vent/valve. Fuel must not leak out no matter what the vehicle position (including upside down).
13. Must have a minimum 6-point roll cage. (See roll cage requirements)
14. Must have 3" 5-point racing harness. Minimum OEM seat, racing seat highly recommended.
15. Any DOT tire allowed. Any tread modification allowed.
16. Minimum of one drive shaft loop required per shaft. U-joint shields strongly recommended.
17. Recommended that sunroof openings be covered with metal.

ROLL CAGE REQUIREMENTS:

1. No brazing or soldering. No muffler, square, or rectangular tubing. No pipe of any kind.
2. Welds and general construction must be deemed safe by tech officials.
3. Driver must be totally inside confines of cage when belted in with helmet on.
4. Cage must be made of continuous loops. No welded corners on main hoops.
5. 4-point defined as one main hoop behind driver, a halo bar, and 2 front uprights to support halo bar.
6. 6-point defined as one main hoop behind driver, a halo bar, 2 front uprights to support halo bar, 2 rear uprights supporting main hoop and an X-brace behind driver in main hoop.
7. Dash bars connecting front uprights strongly recommended.
8. Any vehicle with no/removable doors must have a minimum of one horizontal door bar to protect the driver from side impact. Door bars are recommended for all vehicles. Must have 2 door bars on driver side for all side by side and Chicago-style races.
9. All joints in driver's compartment must be gusseted.
10. All main supports must be attached directly to steel frame.
11. All cages must be constructed with a minimum of 1 $\frac{3}{4}$ " diameter .095" wall mild steel tubing. Other designs and material may be allowed as long as it provides equal or greater protection. (May other sanctioning bodies require 1 $\frac{3}{4}$ " diameter .120" wall DOM tubing).
12. Keep in mind these are only the minimum requirements.

RACE DAY RULES:

1. Maximum of 2 drivers per vehicle per event provided time and number of entries allow.
2. Any vehicle operated in an unsafe manner in the pit or line up areas will be disqualified for at least that event. Entry fee will **NOT** be refunded.
3. A 5-second penalty will be added to a total time for each course marker that is knocked over or any obstacle that is not crossed by both front wheels.
4. Leaving the designated course will result in a disqualification (DQ).
5. A "Did Not Finish" (DNF) will finish higher than a DQ.
6. Stock class trucks may jump up and race in modified class only on timed courses. Must have full-modified class cage to run Chicago-style and side-by-side races.
7. Chicago-style and side-by-side races will start with a qualifying round to determine the pair ups.
8. Pairing will be inverted. (#1 runs #20, #2 runs #19, #3 runs #18, etc.)
9. In the event of an odd number of trucks, the fastest qualifier will get a by run but must still finish the full course to move up. The same holds true if a competing vehicle is unable to come to the start line.
10. Qualifying times will be used to determine overall finish position.
11. All vehicles must pass tech inspection before registering and drawing a number.

BOTTOM LINE: SAFETY MUST BE OUR NUMBER ONE GOAL!

Call your Rules Committee Representative about any questionable modifications. We want to help get you in the class you want to be in. Let's have a great 2011 season!

Entry Fees - CMA

Showroom Stock (trophies and reduced payback) \$20.00
Street Stock, Super Stock, Pro Stock, and Modified. \$20.00
Open Class \$30.00

Entry Fees – Tuff Truck

Tuff Truck - Street \$20.00
Tuff Truck - Modified \$25.00

Rules Committee Members – CMA

Dan Olson – Rules Committee Spokesperson715-962-4370
(After 6 pm or weekends only please)

Calvin Raedel	Ryan Leisgang
Mike Lebakken	Jason Bergman
Jason Czaja	George Scheuermann

Rules Committee – Tuff Truck

Rick Schilling – Rules Committee Spokesperson715-579-1073

Sanctioning Representative

Orlin Clark

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