

RULES FOR 2010 SEASON

POLICY OR GENERAL RULES

No one under 18 years of age will be permitted to compete or be allowed to enter the competition area without a parent or legal guardian authorization.

Must have a valid driver's license to compete in classes 3-10.

No alcohol or drugs permitted in the competition or staging area. No alcohol or drugs allowed before or during competition. This will be strictly enforced and will disqualify driver from competition at this event. **NO WARNING OR REFUND WILL BE GIVEN.**

In the event of any disqualification of a driver, **NO REFUNDS WILL BE GIVEN.**

No high speed driving or hot-dogging will be tolerated in the tech area, pits, staging area or return lane. **NO WARNING OR REFUND WILL BE GIVEN.** Driver will be disqualified from the event and will forfeit all winnings and entry fees.

Vehicles are limited to 2 runs per class, 4 runs per day total.

If vehicle runs in same class twice with same driver, best run will count for points and placement. You can only place one time in the class (i.e., you cannot take 1st and 2nd).

Truck entry fee is \$25.00 for non-members and \$20.00 for members.

ATV entry fee is \$15.00 for non-members and \$10.00 for members.

First, second and third cash prizes paid back on a 50, 30, and 20% split.

The \$5.00 non-member fee is not part of the pot and stays with the CMBA.

Entry refund due to breakage must be after the first entry and the request must be made before the end of the class. If vehicle runs twice in a class must apply for refund before its scheduled run.

If a vehicle leaves the pit during a run distance will be measured from where the vehicle left the pit

Adopted rules will stay in effect for current year (2010); unless safety issues should arise.

DRIVER SAFETY

Each driver and passenger must wear a safety approved DOT helmet in classes 1, 2, 3, 4, 5 and 6.

Helmets are subject to inspection by a tech official.

In classes 6, 7, 8, and 9 drive must wear a safety approved SNELL SA-95 or M-95 (or better) if running nitrous, alcohol, blower, turbo, nitro, etc.

No open footwear will be allowed.

Fire suit is optional on naturally-aspirated, gasoline based fuelled engines.

Complete fire suit (including shoes, gloves, and head sock) is mandatory in Class 6, 7, 8, and 9 if running nitrous, alcohol, blower, turbo, nitro, etc.

A full leather shoe or boot will be accepted.

All vehicles in classes 4 through 9 must carry a fully charged 2 ½ lb. A, B, or C fire extinguisher with a dial gauge, and approved by ICC, UL or Coast Guard. This is also recommended for all other vehicles. Fire extinguisher must be mounted in plain view and in a suitable quick release bracket securely mounted within driver's reach, i.e. in front of or to the side of driver. Behind driver is not accepted.

Eye protection, (face shield, goggles or safety glasses), is required for drivers of vehicles in all classes without a full windshield. Sunglasses will not be accepted.

Plexiglas is not allowed for any vehicle.

In classes 3 & 4A, stock factory seat belts are required for driver and passenger. A 4 or 5 point harness is highly recommended.

If your vehicle meets the criteria requiring you to have a roll cage then a minimum of a 4 point harness is required.

In class 4B, 5, 6, 7, 8 & 9 a 4 or 5 point harness is required.

In Class 6, 7, 8 and 9; a 5 point harness is required if running nitrous, alcohol, blower, turbo, nitro, etc.

Arm restraints and neck collar is highly recommended.

VEHICLE GENERAL REQUIREMENTS

DEFINITIONS

Modified vehicle – any vehicle that has had an engine swap, axle swap (differential modifications allowed), body swap, or gutting.

Gutting – Any change to stock/factory design

Axel swap – Upgrades allowed if direct bolt in

HITCHING POINTS

Hitching point must be easily accessible and of substantial construction.

No tow hooks, chains, straps, cables, or frame rail holes permitted.

Shackles or pulling on the rear axle will not be accepted.

If using the stock or an add-on bumper; the mounting brackets must be at least a ¼” thick, with all bolts in place.

A rear axle hitching point is accepted on vehicles with 3 or 4-link suspension, subject to tech approval.

Hitching point must have a clevis with a 2-inch loop.

A pintle hook (rather than a clevis) will pass as long as the top jaw locks and releases properly.

KILL SWITCH

A stock ignition switch will pass in Classes 3, 4, 5, 6(without nitrous).

The kill switch must be clearly labeled.

Kill switch must shut down power to all electric fuel pumps, nitrous and ignition systems.

Switch must be in driver’s reach while securely in harness.

Classes 6 7, 8, and 9 vehicles must also have a master kill switch mounted at the rear as close to center as possible (accessible when vehicle is on side or upside down) if running nitrous, alcohol, blower, turbo, nitro, etc.

Switch must disconnect all battery power and shut off engine.

Switch must be clearly labeled.

Magneto powered vehicles will need to incorporate relay #2501, available from Vertex or equivalent, to comply with this rule.

BATTERY AND LINES

No engine or transmission cooling devices will be allowed inside the driver’s compartment of the vehicle.

Radiators mounted in the bed must be shielded from the driver by the rear window, lexan or other wise shielded (subject to tech approval).

All fuel lines, coolant lines, belts and hoses must be in good condition.

Batteries must be securely held down (**No straps, rope, expando cords, etc.**).

Batteries mounted inside driver's compartment must be in a marine-type case and must be dry cell type.

FUEL

All fuel tanks must be isolated from the driver's compartment with a firewall.

Tanks must be located between the frame rails perimeter, unless factory installed.

Tanks must have adequate latching caps.

Tanks must have adequate capacity to make full runs.

Adding fuel while engine is running is prohibited.

Tanks must be securely fastened with a minimum of two metal straps $\frac{3}{4}$ " in width.

Tanks mounted in the bed must be shielded from the driver by the rear window, lexan or other wise shielded (subject to tech approval).

Tanks mounted in the bed must be installed to prevent spills from coming in contact with the driver.

A fuel storage jug is not allowed.

Tanks mounted close to the battery must be shielded to prevent contact of any spills (tech approval).

Classes 6, 7, 8, and 9 will use an approved fuel cell with a tip-over valve installed in the vent line if running nitrous, alcohol, blower, turbo, nitro, etc.

No nitro methane allowed.

Diesel fuel subject to tech approval.

Also see specific class.

NITROUS

Must have throttle switch and must be a spring loaded button (momentary switch).

DRIVELINE

ALL vehicles in Classes 4B, 5, 6, 7, 8 and 9 must have at least one drive shaft safety loop per drive shaft.

Drive shaft loops must be of substantial construction (not plumber's tape).

Mounting bolts must be 5/16" or larger.

Loop should be centered on the shaft.

Loops must be mounted to the frame or floor on both sides of the shaft.

No Chains will be allowed.

TRANSMISSION – CLASSES 5, 6, 7, 8 and 9 (if modified)

Transmission blankets or shield on automatics and approved bell housing for manuals are required. This is recommended for all classes.

Mechanical clutch equipped vehicles must have NHRA approved explosion proof bell housing with block saver plate. It must be installed with manufacturer's hardware.

Automatic transmission shield: A flexible blanket that meets SFI 4-1, ¼" steel or 6061-T6 aluminum shield is required. It must be installed with manufacturer's hardware.

All chain driven vehicles in class 6, 7, 8 and 9 must have a steel plate shield or guard of 1/8" minimum thickness.

Chain drives must be shielded from driver.

Frame can pass as end cover and subject to tech.

Rear end chain drives allowed.

BRAKES

All vehicles must have working adequate brake system.

Must be able to positively lock all driven wheels, and must demonstrate at tech.

All lines must be steel or stock flex lines.

Classes 7, 8 and 9 must have lines shielded passing engine or driveline.

TIRES

DOT tires are tires with DOT stamp on the sidewall.

NO recapped tires will be allowed in class 7, 8 or 9.

Tire size will be determined by horizontal measurement.

BODY

A firewall and full floor pan are mandatory, if modified must be constructed of .030 steel or .060 alum. or greater.

All classes - Cutting out for tire clearance is allowed without being considered as a modification.

All Classes - If a vehicle is equipped with doors, they must open and latch securely.

Class 3, 4A, 4B, & 5 – No fiberglass allowed

All vehicles in classes 3 and 4 with full removable tops and all open vehicles must be equipped with a factory or better roll bar.

Any modified vehicle that alters structural integrity is required to have a minimum of a full 6-point roll cage.

ROLL CAGE

Classes 5, 6, 7, 8, & 9, a 6-point roll cage is required and must be of substantial construction with a minimum pipe diameter of 1 ½".

No sharp corners

All corners bring of one continuous bend and mounted sufficiently.

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All welds must be exposed for inspection.

Roll cage must be constructed of at least .090" steel or use chrome molly tubing.

A 1/8" should be drilled and marked for inspection of wall thickness.

A roll cage must be tied to the frame in 6 or more places.

Mounting plates must be 3/16" thick min. and bolted with grade 8 bolts.

Manufactured show bars or light bars are not accepted.

It must be properly braced.

Single center seat vehicles must have X bracing behind driver's seat.

EXHAUST

CLASS 3 – Headers with mufflers allowed. Must be down swept & extended past the cab

CLASS 4A – Open Headers are allowed but must be down swept

CLASS 4B, 5, 6, 7, 8, & 9 – Competition exhaust permitted.

Exhaust must be directed up, at the ground, or to the rear, away from the driver, fuel tank and spectators unless otherwise noted.

OPERATION OF CONTEST

RIDERS

No riders in class 4B trucks and up.

A 4A truck bumped up to 4B will be ok for a rider.

Truck must be tech'd for rider and waiver must be signed

Rider will be "approved" when approaching the starting line

Parental/Tech/Pit Operator discretion

Rider fee will remain with the CMBA

RUNNING ORDER

Recommendation only

Running order will be determined by CMBA officials and pit operators

Recommended order 1, 2, 7, 8, 6, 9, 5, 4B, 4A, 3.

Final running order will be announced at the drivers meeting.

CABLE OPTIONS

Recommendation only – Cable option will be determined by CMBA Officials and Pit Operator

Recommendation – Classes 7, 8, 6 will pull pigtail. Remaining classes will be at Pit Operators discretion.

TECH

All vehicles will be tech'd in. In addition, all vehicles are subject to inspection.

All vehicles and drivers competing must be inspected and meet ALL technical/safety requirements pertaining to the classes they are entered in, including the class they step up to. Vehicles will be inspected off of the trailer in the designated area. Vehicles must meet tech and safety requirements of each class entered.

TECH OFFICIAL HAS FINAL JUDGEMENT ON ANY VEHICLE. TECH OFFICIALS HAVE THE RIGHT TO RE-TECH ANY VEHICLE AT ANY TIME. ANY REFUSAL OR ANY ARGUMENTS WITH TECH OFFICIAL IS AUTOMATIC DISQUALIFICATION.

There will be one tech inspection per vehicle entry. What you drive through tech is what you compete in. Must have all tires you plan on running for the day with the truck during tech. You must have all safety equipment with you during tech (helmet, fire suit, etc). Once you have passed tech, then go to the registration area and receive your running order. Any vehicle that has broken or crashed may be re-tech'd before running in the next class. Running gear of vehicle will be checked for safety (welds, steering, brakes, etc). If you do not pass tech the first time, you will be told what you need and can come back and be re-tech'd before tech closes. Tech closes 1 hour prior to race time. This applies to all ATVs and TRUCK entries. The truck entries will immediately follow the ATV entries at all races. Tech official has the official time. It is the driver's responsibility to get their vehicle tech'd before closing.

Techs and CMBA officials reserves the right to "Bar" any driver and/or truck from race.

There is not a protest procedure against a "Tech Official"; there will be no "gray area". If your vehicle is in a gray area or if you put a tech official into an argument, you will be told to leave the contest and come back to the next one with the vehicle repaired.

REGISTRATION AND STAGING

No more than two late entries per year will be allowed, no exceptions. No late entries in additional classes after previously entered. If you enter late in one class then, you enter late in all classes.

No entries allowed after drivers meeting.

Running order for all classes will be determined by a random drawing.

Late entries will be charged double entry fee and placed by random drawing.

There is no re-run option.

Each driver must bring his own vehicle UNASSISTED to the staging lanes, and is responsible for staging of said vehicle. You must know when and where you run. Once a class has started, no one can leave the staging lanes. Drivers have 2 minutes after previous truck has cleared the pit to pull to the starting line and ready to race. Four minutes if vehicle is running back to back. Must let officials know in advance!

All vehicles will be placed in neutral, with brakes applied and hands in the air while cable is being hooked or un-hooked. Staged vehicles will remain stopped until GREEN flag is waved. Vehicle must stop when RED flag is waved. Vehicle will be idled and placed in neutral; wheels

will remain straight while being pulled out. A CHECKERED flag will be used to indicate a full run. Vehicle must stop after the full run so the cable can be removed. If the vehicle is in the same class with a different driver, it may not be washed between runs, except for windshield and tread area. Vehicle will be granted a restart only if mechanical failure occurs within the first 10 feet. Vehicle will be returned to the start line and will have 2 minutes to resume racing. Measurements will be from the front hub of vehicle.

DRIVERS MEETING

A drivers meeting will be held approximately 30 minutes prior to the start of competition. It is **mandatory** that all competitors attend.

Track Officials

If there are no volunteers for Track Officials, they shall be appointed.

PROTEST PROCEDURES

Any protest must be made within five minutes of class competition and must be made by the protesting driver only. A tech official will make the final decision. Protest shall be invisible to spectators. Race must continue uninterrupted. If necessary, winnings from protested race will be mailed after final decision has been made. Protest fee is \$100.00. If complaint is valid, the protest fee will be returned to the protesting driver. If complaint is unfounded the protest fee will be absorbed by CMBA.

ATV AND VEHICLE CLASSIFICATIONS

Class 1 ATV 12 and under

Rider must be able to safely operate all controls. Rider must drive to start line and be in control of ATV. Stock engines only, no modifications and no dual wheels. 4-wheel drive ATV's are allowed but must be running in 2-wheel drive. Helmet and goggles or safety glasses are required. No open footwear.

Class 2 No age limit - 4X4

Class #1 rules apply, but 4-wheel drive ATV is allowed with any age.

Class 3 Street/Stock Class up to and including 44” tires

QUALIFICATIONS:

Vehicle must be street appearing and everything in factory location. No removal of body parts allowed. No lightning of frame rails or any other modifications except to install roll cage or other safety options. Must have brakes on all 4 wheels. No body swaps. No engine swaps except stock factory option. Must be a four-wheel drive vehicle with factory transfer case.

ENGINE

Must use a factory block and heads.

Vacuum subject to check at tech in. Must pull 18 inches at 1000 RPM (2 attempts will be allowed)

Top 5 places subject to vacuum check

Ignition upgrades are not allowed.

Single 4-barrel carburetor, naturally aspirated.

Engine must be in stock location.

Factory option permitted (i.e. factory injection, turbo, etc).

FUEL

No nitrous or alcohol

Diesel fuel subject to tech approval

EXHAUST

Headers are allowed but must be down swept and must have muffler.

Must past back of cab.

SUSPENSION

Must be a stock factory or acceptable OEM replacement. Lift kits are acceptable.

TIRES

DOT approved, uncut tires up to and including 44”

BODY

Must be factory steel body.

SEE GENERAL RULES – IF NOT YES – THEN NO

Class 4A up to and including 36.5” tires

STOCK OPTION

Any vehicle meeting class #3 requirements may adjust tire size up to and including 36.5” and compete in this class with class #3 safety requirements.

QUALIFICATIONS:

Vehicle must be street appearing and everything in factory location. No cutting or gutting except for tires clearance or to install a roll cage or other safety option. There is no lightning of frame rails or any other modifications allowed. Trucks must have brakes on all 4 wheels. No body swaps. No engine swaps except stock factory option. Truck must be a four wheel drive vehicle with factory transfer case.

ENGINE

Must use a factory block and heads.

Ignition upgrades allowed.

Single 4-barrel carburetor, naturally aspirated.

Engine must be in stock location.

Factory option permitted (i.e. factory injection, turbo, etc).

FUEL

No nitrous or alcohol

Diesel fuel subject to tech approval

EXHAUST

Headers are allowed but must be down swept

SUSPENSION

Must be a stock factory or acceptable OEM replacement. Lift kits are acceptable. Front is only allowed a 4” block max. Removal of leafs from springs allowed.

TIRES

DOT approved, uncut tires up to and including 36.5”

BODY

Must be factory steel body.

SEE GENERAL RULES – IF NOT YES – THEN NO

Class 4B Up to and including 38.5” tires

STOCK OPTION

Any vehicle meeting class #3 requirements may adjust tire size up to 38.5” and compete in this class with class #3 safety requirements.

QUALIFICATIONS

No frame rail lightning allowed. Body swaps, engine swaps, and axle upgrades are allowed. Vehicle must be 4-wheel drive and have a factory transfer case. Axles must match fender wells within 12 inches.

ENGINE

Any automotive type engine permitted. Modifications are allowed. Maximum of single 4-barrel carburetor, naturally aspirated. If vehicle has been modified, (body swap, engine swap, or axle up-grade), then the harmonic balance must not be behind the front axle tube. Engine must be in front end of vehicle. After-market ignition allowed. Aluminum heads are not allowed. Must have factory block.

FUEL

No nitrous or alcohol

Diesel fuel subject to tech approval

SUSPENSION

Must be a stock factory or acceptable OEM replacement. Lift kits are acceptable. Front is only allowed a 4” block max. Removal of leafs from springs allowed. Traction devices and ladder bars are allowed.

TIRES

DOT approved, uncut tires up to and including 38.5”

BODY

Must be factory steel body

A full factory appearing body must be present. Flatbeds can be used if bed is as wide as cab and covers the frame. Must be made of steel or aluminum.

Minor firewall modifications are allowed.

SEE GENERAL RULES – IF NOT YES – THEN NO

Class 5 up to and including 40” tires

STOCK OPTION

Any vehicle meeting class #3 requirements may increase tire size up to 40” and compete in this class with class #3 safety requirements.

QUALIFICATIONS

No frame rail lightning allowed. Body swaps, engine swaps, and axle upgrades are allowed. Vehicle must be four-wheel drive and have a factory transfer case. Axles must match fender wells within 12”.

ENGINE

Any automotive type engine permitted. Modifications are allowed. Maximum of single 4-barrel carburetor, naturally aspirated. If vehicle has been modified, (body swap, engine swap, or axle up-grade), then the harmonic balance must not be behind the front axle tube. Engine must be in front end of vehicle. Factory options permitted. After-market ignition allowed. Aluminum heads are allowed; aluminum block is not allowed.

FUEL

No nitrous or alcohol

SUSPENSION

Must have factory suspension and factory frame.

No coil over

No multi link

TIRES

DOT approved uncut tires 40.0” or less.

BODY

Must be factory steel body

Driver location is optional

Firewall modifications allowed

SEE GENERAL RULES – IF NOT YES – THEN NO

Class 6 up to and including 44”

STOCK OPTION

Any vehicle meeting class #3 requirements may increase tire size up to 44” and compete in this class with class #3 safety requirements.

QUALIFICATIONS

After-market frame allowed (factory frame not necessary)

Chain drive allowed. Vehicle must be four-wheel drive.

Body swaps, engine swaps, and axle upgrades are allowed.

Maximum 130” wheel base

ENGINE

Any automotive type engine permitted. Modifications are allowed. Naturally aspirated, dual 4-barrel’s allowed. Harmonic balance must be within 12” of the back of the axle tube.

FUEL

Gasoline, diesel fuel, nitrous oxide, alcohol allowed.

SUSPENSION

Any suspension type allowed. Front is only allowed a 4” block. Removal of leafs allowed.

Traction devices allowed.

TIRES

DOT approved 44” maximum.

Cut tires allowed

BODY

Body must be constructed of metal and/or fiberglass and must extend to firewall. Vehicle must have floor plate or floor pan over transmission and drive line. Vehicle must have firewall between driver and engine. Driver’s compartment, frame structure, roll bar and body must be designed to prevent driver’s body or limbs from making contact with wheel, exhaust, or track surface.

SEE GENERAL RULES – IF NOT YES – THEN NO

Class 7 Super modified up to 44” DOT cut tires.

QUALIFICATIONS

Vehicle must be 4-wheel drive with front and rear differentials. Front end may be chain or gear drive. Frame can be tube or rectangular. 150” wheelbase maximum

ENGINE

Any automotive type engine permitted (engine modifications permitted.) Dual carburetors, Injection, turbo, and superchargers are allowed.

FUEL

Gasoline, diesel fuel, nitrous oxide, alcohol allowed.

SUSPENSION

TIRES

Any cut design allowed. Must have been DOT or military before cutting. May also run uncut DOT tires. No vulcanizing or adding rubber to tires. 44” maximum tire height. 18” maximum wheel width. Vera track front tires are acceptable

BODY

Body must be constructed of metal and/or fiberglass and must extend to firewall. Vehicle must have floor plate or floor pan over transmission and drive line. Vehicle must have firewall between driver and engine. Driver’s compartment, frame structure, roll bar and body must be designed to prevent driver’s body or limbs from making contact with wheel, exhaust, or track surface.

SEE GENERAL RULES – IF NOT YES – THEN NO

Class 8 Unlimited Paddle Tires

Same as class 7 except adding the use of paddle tires

QUALIFICATIONS

Vehicle must be 4-wheel drive with front and rear differentials. Front end may be chain or gear drive. Frame can be tube or rectangular. 150" wheelbase maximum

ENGINE

Any automotive type engine permitted (engine modifications permitted.) Dual carburetors, Injection, turbo, and superchargers are allowed.

FUEL

Gasoline, diesel fuel, nitrous oxide, alcohol allowed.

SUSPENSION

TIRES

Paddle Tires

BODY

Body must be constructed of metal and/or fiberglass and must extend to firewall. Vehicle must have floor plate or floor pan over transmission and drive line. Vehicle must have firewall between driver and engine. Driver's compartment, frame structure, roll bar and body must be designed to prevent driver's body or limbs from making contact with wheel, exhaust, or track surface.

SEE GENERAL RULES – IF NOT YES – THEN NO

Rules for 2010. Revised 01/21/2010

Class 9 Tractor Unlimited

CLASS CRITERIA

Same as class 7 and 8 except for the following.

QUALIFICATIONS

Vehicle may be 2 or 4 wheel drive. Any wheelbase allowed.

No tube rail frame

TIRES

Must have at least two tractor tires

----OR---

45" or greater tire

Tractor tires may be grooved/cut for performance gains.

SEE GENERAL RULES – IF NOT YES – THEN NO