



## **Policies, Procedures, Rules & Regulations**

(Updated April 2022)

Familiarize yourself with these rules and regulations prior to registering in an NWMRA sanctioned event.

By registering for a sanctioned event you agree to follow the rules and regulations governing the race and agree to be bound by the decisions of race officials. If you require further information, please email [contact@nwmra.com](mailto:contact@nwmra.com)

Any grievances resulting from errors, omissions, discrepancies, ambiguities and conflicts found within the rules must be submitted to the Board of Directors in writing, and a formal response will be returned in writing in a timely fashion. You can mail North West Mud Racing Association at: 46229 Yale Road PO Box 265 Chilliwack BC V2P 6J1 or email [contact@nwmra.com](mailto:contact@nwmra.com)



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## General Fees and Event Rules

1. Registration for NWMRA members is \$80.00 and includes a total of three pit passes per race. This can be one driver and two pit crew or two drivers and one pit crew. Registration for non-members is \$100.00. Non-member's race teams may have only the driver and any pit crew will be an additional cost. Pit passes must be worn on the wrist and are invalid if torn, reattached or worn on clothing or hats. Persons found with invalid passes must leave the restricted areas immediately.
2. NWMRA Membership is \$125.00 per race season, per race class registered for a points series. A discounted Membership of \$100.00 is available if membership dues are received by May 1<sup>st</sup> annually. Junior Membership \$30.
3. The NWMRA reserves the right to refuse entry to any person or vehicle at a sanctioned event. Each person granted admittance to restricted track areas must read the waiver prior to signing and must acknowledge having read and fully understood the waiver.
4. Any driver found to have alcohol and/or drugs in his/her race vehicle while in restricted track areas will immediately be disqualified.
5. If a driver is found to be impaired and/or under the influence of drugs or alcohol, his/her vehicle will not compete for the remainder of the event. The driver will be disqualified, forfeit winnings, applicable tow money and points from the race. Drivers may also face suspension from future sanctioned races. Refunds for registration will not be issued.
6. Any individual associated to a race vehicle, found to be under the influence of drugs or alcohol during race hours will be removed from the pit area and track.
7. Any track official, volunteer or director found to be under the influence of drugs or alcohol during race hours will be immediately relieved of their duties and removed from restricted areas.
8. Use of profanity and/or threats by drivers or persons associated to a race vehicle, to track officials, technical officials, track volunteers or NWMRA Directors, will be cause for immediate disqualification and a suspension will be determined by the NWMRA.
9. If a driver acts without due regard to the safety of track personnel or spectators, by driving in an unsafe manner anywhere on the site, an immediate disqualification may be issued at the Board of Directors discretion.
10. When a disqualification is issued registration fees and pit passes will not be refunded.
11. Disciplinary actions can be appealed by writing to "North West Mud Racing Association, (current mailing address) 46229 Yale Road PO Box 265 Chilliwack BC V2P 6J1.
12. The NWMRA directors and officials do not have the authority to over-rule the association's rules and regulations but have the full authority to make decisions not covered by the existing rules and regulations.
13. In the event of a dispute to race results, three track officials and all present NWMRA directors will settle all decisions relating to the dispute.
14. In the event that an individual feels an issue of concern has arisen, they can take their concerns to the NWMRA's directors and the issue will be addressed at the first available general meeting. The issue will not be addressed during race hours unless it falls under existing rules and regulations.
15. The promoter of a sanctioned race has the right to waive the race registration fees, and/or provide tow money to a racer regardless of membership in the NWMRA.
16. No high-speed driving or hot-rodding will be tolerated by race vehicles or pit vehicles at any race site.
17. Names, symbols and advertising may be displayed on vehicles provided they are in good taste. The NWMRA has the right to refuse entry of a vehicle with distasteful or inappropriate vehicle names and/or graphics.
18. Association Members whose vehicle is trailered to an NWMRA event aboard the BC Ferry system will be eligible for a tow fee set at \$50. The tow fee will not be deducted from any prize payout.



## Race Site Rules

1. Drivers must obey all signs and be aware of pedestrians at all times.
2. All attendees traveling to our races are representing the NWMRA, we expect everyone to drive respectfully and abide by all laws on the roads to and from all race venues. Respecting the communities, we race in and travel through goes a long way and helps keep our venues open.
3. Absolutely no starting, running or joyriding race vehicles at night. **Between the hours of 10pm to 8am no race vehicles should be heard running** unless racing is going late. Breaking these rules can result in disqualification.
4. Music must be turned down at midnight to a respectful level.
5. Be respectful of fellow campers. Rowdy behavior or violence will not be tolerated.
6. Campsites must be kept clean and tidy. Deposit all garbage in proper receptacles located around premises or the large dumpster. Campsites left untidy will not be tolerated. Before leaving the race venue, please take a moment to walk around your pit area to pick up any garbage. Please keep in mind these events are put on by volunteers and these hard-working volunteers must stay until everyone has left for the weekend to pick up any garbage left around. If everyone worked together to check their sites and cleanup it would help cut down on the workload of the couple volunteers that stay and clean up.
7. No camp fires permitted. CSA or ULC approved propane campfire apparatus may be used unless otherwise posted.
8. Parents/Guardians are responsible for their child's safety, certain race vehicles have limited visibility.
9. All pets must be on leash or contained no exceptions. Pick up after your pet.
10. Smoking of any kind is not permitted near or in populated areas such as the entry gate, registration tent, timing tower, apparel booth, playground, food stand area and grand stands.
11. Cigarettes must be disposed of and not dropped on the ground as livestock graze on the grass between race events.
12. No alcohol consumption allowed during racing hours, this includes no alcohol consumption on the bleachers, other spectator areas or in pit area.



## General Race Regulations – All Racers

1. Every vehicle must meet the NWMRA's technical requirements to qualify for the event. Regulations are enforced with no exceptions.
2. All vehicles must pass inspection before being registered to compete.
3. Tech officials retain the right to disallow a vehicle if they feel there are safety issues, or if they feel the vehicle does not meet the proper criteria.
4. Tech Inspection fail: A one race grace is given to vehicles that don't pass a Tech Inspection, as long as the vehicle meets the safety standards you will be allowed to race. You will be required to have your vehicle Tech Inspected again at the following race if you wish to race at any other NWMRA events.
5. Racers may Double Class, for Double Classing rules see rules specific to your class.
6. You may not step down as a driver into A class from any full competition class (i.e., F, PC, E, C, or B into A) if you have raced in the current and/or previous two years at an NWMRA sanctioned event. A Class is for entry level, novice drivers.
7. All race vehicles must be in the pit area and **registered at minimum one-hour prior to Drivers meeting**. Late arrivals will be permitted to register but must be inspected prior to competing. Inspections will be carried out as time allows, so late entries must be prepared to miss their first run.
8. All drivers or a representative must attend the driver's safety meeting held before each race day. The meeting will be announced by 3 short blasts of an air horn approx 5 minutes prior to the meeting. If a driver repeatedly misses or abuses the drivers meeting then a disciplinary action of a 10 point deduction from the points will be implemented.
9. All vehicles must have front and rear hook-up points (min 3" inside diameter). NWMRA is not responsible for any damage that may occur if your vehicle requires a tow out.
10. Jeeps, open top and similar vehicles, vehicles with a gutted cab, missing windows and/or doors or roofs must meet technical requirements on roll bars, cages, harness, seats, etc, and must use some form of arm restraints or window nets if the driver's knuckles can extend beyond the roll cage.
11. Re-inspections are required for vehicles involved in fires, rollovers, etc. or if any modifications are done. Re-inspections must be done before being permitted to continue racing.
12. If you're involved in an incident such as a rollover or crash you must allow first aid to check you over or you will forfeit your rights to race for the remainder of the race weekend.
13. No loose articles in vehicle's box or cab.
14. Someone must be in the driver's seat of all running race vehicles.
15. All body panels and doors must be secured.
16. Two wheel drive vehicles must make solo passes.
17. No smoking in race vehicles while staging or on the track.
18. No passengers permitted in vehicles during racing.
19. Racers who bring a designated pit vehicle must operate them in a safe manner, no joyriding, no hot-rodding or high-speed riding anywhere at race venues. These are intended to be support vehicles for race trucks, NWMRA racers and track personal only. Riding while impaired or under the influence of drugs or alcohol is prohibited.
20. All Pit vehicles must be registered at beginning of race weekend at Registration.



## Racing and Staging Procedures

1. Drivers will be issued a number plate, which must be attached to the front of the race vehicle.
2. Number plates must be kept clean. Racers are responsible for cleaning number plates before the vehicle enters the staging area, or the run may be forfeited.
3. Number plates must be cleaned and returned at the end of each race weekend (Sunday) or a \$5 fine will be filed against the registered driver. Fines must be paid before registration will be accepted at future races.
4. Even numbered vehicles run in the even lane, odd in the odd lane. Signs will designate odd and even lanes. If a pass is made in the incorrect order or wrong lane, it will be forfeited unless an acknowledged track official error occurred.
5. **Class running order: JR, F, C, B, E, PC, A, ST Mod, H+H, ST Stock, 4/6 Mini**
6. Classes will be called to staging according to the running order. It is your responsibility to be in staging when it's your turn. Be sure to know your class, number plate and running order.
7. Once in staging racers should be in their vehicles and ready to race.
8. The NWMRA has the right to change running pairs if several vehicles in the same class are running solo.
9. A five-minute grace period will be issued if a vehicle is not ready, but a pass for points can not be made after the grace period expires. Grace periods are not extended for any reason and begin when the vehicle is called to stage. A track official can allow an exhibition pass after the five-minute clock expires.
10. The staging officials must be notified if a vehicle is not ready when called to staging. It is the responsibility of each racer to personally notify the officials if they need the five-minute clock. Track officials will not search for missing vehicles.
11. Vehicles have two attempts to pass the restart margin of ten feet.
12. Vehicles not passing the restart margin on the second attempt will be given the distance of ten feet. Points will only be issued for fully completed passes.
13. If a vehicle leaves the start line before the green light, a five-second penalty will be added. Repeated or deliberate jumping of the green light will result in an automatic disqualification from the event.
14. Vehicles must come to a complete stop in the shutdown area, failure to do so will result in a disqualification of that pass.
15. When flagged to stop, drivers must shut down all vehicle movement immediately or the pass will be forfeited. Repeated incidents will result in disqualification from the event. When a vehicle leaves the lane out the side, distance is taken from the point of exit. Vehicles leaving the lane out the side must come to a complete stop and wait for a track official to clear it for movement, or the run will be forfeited. Distance measurements are taken from the center of front hubs.
16. If a vehicle obstructs another vehicle while making a pass or a track official error occurs, a re-run will be issued at the track official's discretion. Re-runs will be recorded even if the original pass was better. Re-runs must be taken immediately at the track officials' discretion.
17. Racers unable to complete all passes may not substitute their registered vehicle with another.
18. Once the race begins the start and finish lines may be cleared for reasons of safety. The NWMRA reserves the right to shut down the competition for reasons of safety and may alter an unsafe pit. In the event this occurs during a class, the entire class may be issued re-runs.
19. In the event of a failure with the electronic timing system, there are three manual timers that time each pass. High and low times will be discarded and the middle time will be recorded. A re-run may be given at the director's discretion if both the electronic and the manual systems fail. A re-run will only be issued if the directors involved deem it necessary.
20. All NWMRA prize payout will be paid regardless if the racer is present or not, at trophy presentations at either races or the year end awards banquet.



## RACING CLASSES Rules and Regulations

### NWMRA Class Summary:

Determine which class your vehicle best fits in, please see correct page with rules specific to each class. Read all rules thoroughly to be sure your vehicle will pass Tech Inspection. If you're not sure which class you fit into please feel free to contact NWMRA.

Class Name	Description	See Page for Detailed Rules
Street Stock - ST	Street legal, insurable vehicles	Page 8
Street Mod - Mod	Street legal, insurable, limited Mods	Page 9
4/6 Street Mini- Mini	Street legal, insurable, 4/6 cylinder, mini	Page 10
J Class	Junior class, 13 years old and younger	Page 11
<b>Competition classes below MUST FIRST read pages 12 &amp; 13</b>		
A Class	Stock modified, competition vehicle, any size DOT tire, no nitrous and no forced induction	Page 14
B Class	Competition, Super Stock, DOT 38.5" tires and shorter	Page 14
C Class	Competition Modified, DOT 39" or taller	Page 14
E Class	Limited tractor, Rear tires must be V-Bar tractor tires, non-DOT Tires	Page 15
PC Class	Pro Cut, DOT cut tires <b>(Currently Suspended unless a minimum of 5 trucks register. Exhibition passes only, if truck minimum not reached)</b>	Page 15
F Class	Pro Paddle, paddle tires and Verratracs, unlimited	Page 15
H&H Class	Hill & Hole class, No tire restrictions at this time	Page 16

**Class running order: JR, F, C, B, E, PC, A, ST Mod, H+H, ST Stock, Mini**

### General Tire Rules

1. Vehicles running two different tire sizes/types must run in the upper tire class.
2. Terra tires run by size in the correct class.
3. Cut or altered tires run by original tire size unless cutting changes tire classification.
4. Add-ons to tires such as screws or chains are not permitted.
5. Vulcanized tires run in E & F classes only.
6. Recap passenger tires may run in A-C classes but are regulated by the following conditions:
  - a. Recaps must be passenger DOT depth and tread style
  - b. Cutting is permitted if it does not alter the tire classification.
  - c. There can be no undercutting or cutting past the adhesive point.



## **Street Stock Class Rules** **Stock 8 Cylinder/ Diesels**

1. All vehicles are street legal and insured or insurable. Street Stock Class vehicles only need to be insurable. (no permit or insurance required).
2. All vehicles must have a fully intact cab with interior, seat belts, door panels, glass, headlights, taillights and front bumper.
3. All seats must be securely mounted. Poorly mounted seats will not pass. Floors must be stable. Vehicles with floors other than factory must have floor securely mounted to frame. Unstable floors will not pass. Race seats allowed but must be securely mounted to floor.
4. Vehicles must have a securely fastened lap and shoulder belt.
5. DOT Tires only. Minimum of an All-Terrain tire. No bald tires (DOT standard).
6. Batteries must be securely mounted and tied down.
7. All racers must wear pants, long sleeve shirt and closed shoes when making a pass on the track.
8. Full helmets with facial protection and chin straps mandatory for all drivers.
9. Must have full exhaust, no open heads. Minimum 2' pipe and muffler.
10. Street Stock vehicles can double class into Street Mod.
11. Someone must be in the driver's seat of all running race vehicles.
12. For safety concerns tires must have a minimum of 15 psi.
13. Modified street legal trucks will be bumped up into Street Mod depending on what modifications are done. If a street truck has been obviously modified it may be put into Street Mod. All decisions are to the Tech's discretion. See following page for Street Mod rules.
14. 14 and 15 year olds may race in this class, passes must be done as solo passes.
15. If classes A, B, or C have a low truck count, Street trucks will be given the option to fill the classes.





## Street Mod Class Rules

1. Street Modified class is for street trucks that have been obviously modified. Modifications including but not limited to performance add-ons or upgrades, non-factory engines, traction devices and such may move you up to Street Mod. All decisions are to the Tech's discretion.
2. All vehicles are street legal and insured or insurable. Street Stock Class vehicles only need to be insurable. (no permit or insurance required).
3. All vehicles must have a fully intact cab with interior, seat belts, door panels, glass, headlights, taillights and front bumper.
4. All seats must be securely mounted. Poorly mounted seats will not pass. Floors must be stable. Vehicles with floors other than factory must have floor securely mounted to frame. Unstable floors will not pass. Race seats allowed but must be securely mounted to floor.
5. Vehicles must have a securely fastened lap and shoulder belt.
6. DOT Tires only. Minimum of an All-Terrain tire. No bald tires (DOT standard).
7. Batteries must be securely mounted and tied down.
8. All racers must wear pants, long sleeve shirt and closed shoes when making a pass on the track.
9. Full helmets with facial protection and chin straps mandatory for all drivers.
10. Must have full exhaust, no open heads. Minimum 2' pipe and muffler.
11. Street Mod vehicles can double class into A Class.
12. Someone must be in the driver's seat of all running race vehicles.
13. For safety concerns tires must have a minimum of 15 psi.
14. 14 and 15 year olds may race in this class. **If they are racing a vehicle with power adders** they will be required to complete a qualifying pass by direction of the NWMRA Board to be sure they can adequately control and handle the vehicle. All passes will be done as solo passes.
15. If classes A, B, or C have a low truck count, street trucks will be given the option to fill the classes.

## 4/6 Cylinder Mini Class



1. All vehicles are street legal and insured or insurable. Vehicles only need to be insurable, no permit or insurance required.
2. No Fullsize trucks.
3. All vehicles must have a fully intact cab with interior, seat belts, door panels, glass, headlights, taillights and front bumper.
4. All seats must be securely mounted. Poorly mounted seats will not pass. Floors must be stable. Vehicles with floors other than factory must have floor securely mounted to frame. Unstable floors will not pass. Race seats allowed but must be securely mounted to floor.
5. Vehicles must have a securely fastened lap and shoulder belt.
6. DOT Tires only. Minimum of an All-Terrain tire. No bald tires (DOT standard).
7. Batteries must be securely mounted and tied down.
8. All racers must wear pants, long sleeve shirt and closed shoes when making a pass on the track.
9. Full helmets with facial protection and chin straps mandatory for all drivers.
10. Must have full exhaust, no open heads. Minimum 2' pipe and muffler.
11. Street Stock vehicles can double class into Street Mod.
12. Someone must be in the driver's seat of all running race vehicles.
13. For safety concerns tires must have a minimum of 15 psi.
14. No power adders allowed, if you have a power adder you will be placed in Street Mod.
16. 14 and 15 year olds may race in this class, passes must be done as solo passes.



## **J Class – Junior (non points)**

1. Class designated for our up and coming racers who are 13 years old or younger. Child must have the ability to control their own vehicle.
2. Only Buggy style vehicles are allowed (No Quads).
3. Horsepower is regulated to max 300cc 4 stroke or 250cc 2 stroke and no dirt bike motors with powerbands.
4. Full helmets with facial protection and chin straps mandatory for all drivers.
5. Arm restraints or Nets are mandatory.
6. The junior class buggies should not go faster than 6 Seconds.
7. Buggies that go faster than the 6 second time limit will have their times rounded up to 6.00 seconds.
8. If your buggy is consistently faster then 6 seconds for all 3 of the qualifying passes you will be given a 2 second penalty which will be added to your overall time.
9. This is not a points class.
10. Any conflicts or issues will be settled by the Board of Directors.
11. Junior racers are to stage in designated area near the Hill n Hole lane.
12. Junior racers must operate their vehicles in a safe manner, no joyriding, no hot-rodding or high-speed riding anywhere at race venues.
13. Junior racers will be split into 2 classes. To be determined at first race.



## All Competition Classes – A through F Rules

### \*\*All Comp Racers Must Read\*\*

1. Must have a five-point harness. Mounting point must be between two and four inches below shoulder. Mounting hardware must be a min of 5/16", grade five bolts, 1 1/2" washers for body mounts and lock washer.
2. Must have six point roll cage. All cages must have a minimum of 1 5/8" .120 tubing for cages. Cages made from exhaust tubing or weaker materials are not acceptable and will not pass. Cages must fully protect the driver. Cages must be mandrel bent and all connecting points must be properly welded. Questionable Cages will not pass. There must be adequate padding on bars. Bars must be a reasonable distance above the driver's head and helmets must not surpass the Cage heights. Cages must have crossbar going above the driver, to the floor and sidebars. Tech Official to inspect welds and metal quality. (May require padding removal).
3. All seats must be securely mounted and reinforced with additional bracing at shoulder level for back support. Factory floors must have seat mounted to floor. If floors other than factory, the seat must be securely mounted to the frame. Poorly mounted seats will not pass. Factory floors must be stable. Vehicles with floors other than factory must have floor securely mounted to frame. Floors can be made of aluminum or sheet metal but not materials like expanded metal, fiberglass, or wood. Vehicles with factory floors must have Cage/Bars securely mounted to floor with 6"X6", 3/16" steel mounting or better. If floors are other than factory, Cages/Bars must be securely mounted to vehicle frame. Unstable floors will not pass.
4. All racers must wear pants, shirt and closed shoes when making a pass on the track. Minimum of one-ply fire jackets and neck support mandatory for all competition vehicles racing in A class. All full competition racers from B Class through F Class, must have approved fire clothes to suit.
5. Full helmets with facial protection and chin straps mandatory for all drivers. Eye protection mandatory in vehicles without windshield and in alcohol vehicles.
6. Vehicles must have a metal or Lexan firewall fully protecting the driver front, rear or both depending on location of motor, fuel cell and radiator. If vehicles don't have proper firewalls then all cooling and fuel systems will have to be guarded to protect driver. Intake deflectors mandatory. If tech finds these to be insufficient drivers will then be required to follow F Class rules and use a 3 layer fire suit with gloves, shoes and face sock.
7. Must have a functional fire extinguisher mounted in easy driver access.
8. Vehicles running alcohol must have a functional, on-board system (3 nozzle) capable of extinguishing alcohol fires. All vehicles running Methonal or Ethonal (E85) outside of F class are required to register their fuel with the tech director so the track officials can be informed.
9. Vehicles running alcohol must have a functional cab extinguisher mounted in easy driver access.
10. Drivers of alcohol vehicles must wear an alcohol approved fire suit including shoes, gloves and facial socks.
11. Vehicles with blower induction systems must have secured blower straps and aluminum blower studs.
12. Full Competition Race vehicles must have one of the following: Transmission Blanket, Scatter Shield, or Transmission Shield. Shields must cover top & sides for B through F, (SFI approved)
13. All Competition vehicles in A through F class must have a clearly labeled, functional Kill Switch located at the rear, center of the vehicle. It must shut down all vehicle operation.
14. Interior Kill switch is mandatory in all competition vehicles
15. All toggle switches must be clearly labeled.



16. Competition vehicles in A through F class must have a minimum of one hoop per driveshaft also universal guards on drive shafts and differentials, unless the body skirts 1" below the U Joint. U joint shields are minimum 4-inch diameter by 5 inch long, minimum 18 gauge or alloy equivalent.
17. All batteries must be securely mounted and tied down. Interior batteries must be mounted in a sealed battery box.
18. Interior fuel gauges and lines, electrical wires and nitrous lines must be driver protected. Interior fuel tanks, cells and nitrous bottles must be securely mounted and driver protected. Nitrous bottles mounted inside the drivers compartment will need to be vented outside the vehicle.
19. Someone must be in the driver's seat of all running race vehicles.
20. **Be sure to read rules specific to your class on the following pages.**



## A Class

**All rules stated for Competition classes A through F on pages 11 and 12 apply plus the following rules.**

1. Body may be modified but it must be of recognizable production style. A one race grace is given to conform. For rock bouncers, Ultra4 buggies and similar contact the NWMRA Tech Committee for minimum requirements.
2. Street Legal DOT stamped tires any size (they can be cut) but no tractor or paddle tires.
3. No nitrous, methanol and no forced induction, with the exception of factory options. Naturally aspirated only.
4. Minimum of one-ply fire jackets and neck support mandatory.
5. Non-insurable vehicles that do not have proper competition safety features must run in A class and must have all factory structural integrity intact, such as windows, doors, floor boards, seat belts. It is at the Tech official's discretion to allow a one race leniency. Without significant headway towards meeting competition standards, they will not be allowed to race beyond the one race leniency.
6. A Class vehicles can double class into B or C Class to fill classes.
7. You may not step down as a driver into A class from any full competition class (i.e., F, PC, E, C, or B into A) if you have raced in the current and/or previous two years at an NWMRA sanctioned event. A Class is for entry level, novice drivers.
8. Vehicles running in 2 classes must have 2 different drivers when stepping down into A class. Nitrous bottles must be **removed** and not just disconnected.
9. You may have two 1<sup>st</sup> place years in this **novice," A"** class prior to being forced to step up in class.
10. 14 and 15 year olds may race in this class, passes must be done as solo passes.

## B Class

### **DOT 38.5" tires or shorter**

**All rules stated for Competition classes A through F on pages 11 and 12 apply plus the following rules.**

1. All vehicles must meet all competition standards. No Street Vehicles are allowed.
2. Body may be modified but it must be of recognizable production style. A one race grace is given to conform. For rock bouncers, Ultra4 buggies and similar contact the NWMRA Tech Committee for minimum requirements.
3. Can run nitrous, racing fuels, Alcohol, or forced induction systems, but cannot run any combinations of alcohol with a forced induction system.

## C Class

### **DOT 39" tires or taller**

**All rules stated for Competition classes A through F on pages 11 and 12 apply plus the following rules.**

1. All vehicles must meet all competition standards. No Street Vehicles are allowed.
2. Body may be modified but it must be of recognizable production style. A one race grace is given to conform. For rock bouncers, Ultra4 buggies and similar contact the NWMRA Tech Committee for minimum requirements.
3. Can run nitrous, racing fuels, Alcohol, or forced induction systems, but cannot run any combinations of alcohol with a forced induction system.



## E Class Limited Tractor

**All rules stated for Competition classes A through F on pages 11 and 12 apply plus the following rules.**

1. All vehicles must meet all competition standards. No Street Vehicles are allowed.
2. Can run nitrous, racing fuels, Alcohol, or forced induction systems, but cannot run any combinations of alcohol with a forced induction system unless your vehicle falls under the designation of a Mega truck (See rule 3 for definition).
3. Mega trucks can run a combination of alcohol with a forced induction system. A Mega Truck is defined as trucks with 2.5 ton and larger differentials and 49" tires or larger who is also running in Hill n Hole.
4. Mega trucks running a combination of alcohol with a forced induction system must be registered for Hill n hole and compete in Hill n Hole to be eligible to double class into E. **ie: Hill n Hole is your primary class.**
5. Rear tires must be V-Bar – tractor tires (all non DOT tires regardless of size)

## F Class Pro Paddle

**All rules stated for Competition classes A through F on pages 11 and 12 apply plus the following rules.**

1. All vehicles must meet all competition standards. No Street Vehicles are allowed.
2. Can run unlimited engine configurations.
3. Paddle tires and Verratracs.

## PC Class Pro Cut **DOT cut or uncut minimum 39" tires**

**All rules stated for Competition classes A through F on pages 11 and 12 apply plus the following rules.**

1. All vehicles must meet all competition standards. No Street Vehicles are allowed.
2. Can run nitrous, racing fuels, Alcohol, or forced induction systems, but cannot run any combinations of alcohol with a forced induction system.
3. No double classing out of Pro Pit as the Pro Pit must be kept clear of mud.
4. Must Run DOT tires cut or uncut.
5. No v-treads.



## H&H Class Hill N Hole

**All rules stated for Competition classes A through F on pages 11 and 12 apply plus the following rules.**

1. All vehicles must meet all competition standards. No Street Vehicles are allowed.
2. Neck support mandatory, Hans device or equivalent recommended.
3. Must have a five-point harness.
4. Be sure batteries, fuel cell, radiator, fire extinguisher, ect. are securely mounted.
5. Any tire size and combination allowed.
6. Can run nitrous, racing fuels, Alcohol, or forced induction systems, but cannot run any combinations of alcohol with a forced induction system unless your vehicle falls under the designation of a Mega truck (See rule 3 for definition).
7. Mega trucks can run a combination of alcohol with a forced induction system. A Mega Truck is defined as trucks with 2.5 ton and larger differentials and 49" tires or larger.





## POINT SERIES SYSTEM

1. Only paid members qualify for points.
2. If a racer changes vehicles during the season, another membership must be registered and paid for to qualify for points for the new vehicle. Points earned by one vehicle can only be transferred to another at the board of director's discretion.
3. Two drivers may race the same vehicle as one membership within the same class, but both drivers must be paid members to qualify for points.
4. Two drivers may race the same vehicle with two memberships in two separate classes but both drivers must be paid members to qualify for points.
5. Memberships must be paid in full prior to the race date to qualify for points and applicable tow money. Tow money is not paid at all sanctioned races.
6. A member driver must notify timing officials before a non-member drives his/her vehicle or all points for the event will be forfeited. Trophies and cash prizes will be awarded, excluding non-member's passes, and points will only be issued to member passes.
7. Points are not awarded for disqualified, uncompleted or forfeited passes. If a member is disqualified from a race, no points will be awarded for the event. Disqualified drivers will forfeit cash winnings, trophies, tow money and points for the event.
8. Associate members may vote on issues but may not compete in the point series. Their vehicles can compete in races, but can not qualify for tow money or other full membership benefits.
9. Non member volunteers that hold an official title with the club will be referred to as **title holders** (such as starter, spectator gate keeper, stager, timer, track manager, etc)...**are given honorary membership**, thus giving these valuable people voting power and influence.
10. Member Drivers who attend the AGM are given 50 points for the next years points season. If a driver can not be present a family member or one of their pit crew may be there on the drivers behalf. Out of Province/Island Members will be able to get their 50 Points if they notify a Board Member in writing (email, text message, Facebook message, ect.) that they will be absent. Points will be awarded at the discretion of the Board of Directors. (Maximum of 50 points awarded)

### **POINTS ARE AWARDED AS FOLLOWS**

- **1<sup>st</sup> - 100 points**
- **2<sup>nd</sup> - 75 points**
- **3<sup>rd</sup> - 50 points**
- **4<sup>th</sup> - 40 points**
- **5<sup>th</sup> - 30 points**
- **6<sup>th</sup> - 20 points**
- **7<sup>th</sup> - 10 points**
- **8<sup>th</sup> - 5 points**
- **Each pass is 10 points if fully completed.**
- **Fastest Pass per class 20 points.**



# NWMRA

## SCHEDULE "B"

### PRIZE PACKAGE PAYOUT

NWMRA Minimum Prize Package Payout			
Class	1st Place	2nd Place	3rd Place
St Reg	\$ 200.00	\$ 125.00	\$ 100.00
St Mod	\$ 200.00	\$ 125.00	\$ 100.00
4/6	\$ 200.00	\$ 125.00	\$ 100.00
A	\$ 200.00	\$ 125.00	\$ 100.00
H&H	\$ 300.00	\$ 225.00	\$ 150.00
B	\$ 300.00	\$ 225.00	\$ 150.00
C	\$ 300.00	\$ 225.00	\$ 150.00
E	\$ 300.00	\$ 225.00	\$ 150.00
PC	\$ 300.00	\$ 225.00	\$ 150.00 (Currently suspended)
F	\$ 600.00	\$ 400.00	\$ 200.00
Fastest pass of Weekend in Mud \$50.00			
Fastest pass of Weekend in Pro Pit \$250.00			
Total minimum prize package payout \$6575.00			

The Promoter is responsible for trophies.

**First, Second and Third** place and fast time trophies for each racing class (Street Reg – F)

The Mechanics Class may be run at the Promoter's discretion but has set restrictions.

No cash prizes for this optional class. 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> trophies only at the promoters discretion.

**Powder Puff** registrations are \$20 with trophies and/or cash prizes at the promoters discretion.

Calculation format for a four-pass race is: Total of best three runs in distance or time.

Scores are always tabulated by distance than times. Once three complete passes are made the scores are added by times. There are no rules that require three passes to be made to qualify for placing. Two complete passes can beat three incomplete passes and one complete pass can beat two or three incomplete passes in distance.

*It is always a total of* **DISTANCE THEN TIME** (best 3 out of 4 runs)

Sample of Timing Format

Name	1 Time Dist.	2 Time Dist.	3 Time Dist.	4 Time Dist.	Total Dist.	Total Time	Place
A1 John	T 4.44 200`	P 4.47 200`	T 7.89 200`	P ---- 180`	600`	16.80s	2
A2 Dave	P 4.92 200`	T 4.79 200`	P 8.29 200`	T 6.24 200`	600`	15.95s	1
A3 Mary	T 3.13 200`	P ---- ----	T ---- ----	P ---- ----	372`	----	4
A4 Doug	P ---- ----	T ---- ----	P 3.49 200`	T 3.23 200`	400`	----	3



# **SCHEDULE "C"**

## **NWMRA OFFICIAL DUTIES**

### **Board Of Directors- Executive**

#### **Leanna Davies - President**

The President oversees all aspects of sanctioned events and ensures the rules and regulations are adhered to at all times. The President also oversees the electronic timing system during the event. All concerns, questions or disputes are to be directed to the President or one of the Vice Presidents for resolution by directors and officials.

#### **Gavin McDonald - Vice President**

Assists with the enforcement of the NWMRA's rules and regulations and assists the President and track officials with their duties.

#### **Michael Van Der Meij- 2<sup>nd</sup> Vice President**

Assists with the enforcement of the NWMRA's rules and regulations and assists the President and track officials with their duties.

#### **Jennean Hill – Treasurer**

Treasurer assists with the registration forms and information and deals with all monetary NWMRA transactions.

#### **Elenor Fawcett – Secretary**

The Club Secretary carries out or delegates all the administrative duties that enable the club and its members to function effectively.

#### **Gate Treasurer**

The Gate Treasurers principal duties involve overseeing all cash and volunteers at the gate entrance.

#### **Chris Stephens – Head Tech Director**

Classification of vehicles for rules and regs purposes. Ensures all vehicles meet safety regulations and classes.

#### **Stuart Wightman – Media Director**

Answers all media.

#### **Alyssa Bleeker – Timing Director**

Oversees all timing requirements, helps setup timing system along with track manager. Logs all digital times and calculates final times and points and provides a race summary sheet with the placing for the trophy presentation. Copies of all paper work will be provided to the promoter within one week following the event.



## **Sub Committee and Official Volunteers**

### **Timing Crew and Track Volunteers**

We have established a reliable crew of volunteers for these duties. All digital timing and manual timing is overseen by the Head Timer and Track Manager. (note manual timers are to be provided by the promoter) All NWMRA directors and Tech officials who work the event may not be charged entry fees but are required to sign waivers before being granted entrance to restricted track areas.

### **Matt Kozyniak - Track Manager**

The Track Manager responds to any vehicle incidents and oversees the electronic timing system and safety response team of volunteers. He also oversees the staging officials.

### **Brandon Hunter – Head Starter**

Head Starter is involved in maintaining the mud pits and equipment on the track and he oversees enforcement of safety requirements.

### **Andrew Stephens - Facebook liaison**

Maintains and represents the NWMRA on Facebook. Promotes races and creates events.

### **Leanna Davies - Website Manager**

### **Assistant Timer**

### **Promotions Committee**

- Leanna Davies
- Andrew Stephens
- Tanya Van Der Meij
- Jennean Hill
- Gavin McDonald

### **Tech Committee**

- Gavin McDonald
- Chris Stephen
- Michael Van Der Meij
- Dave Davies
- Ivan Bruchall
- Andrew Stephens

### **Track Committee**

- Gavin McDonald
- Matt Kozyniak
- Brandon Hunter
- Andrew Stephens
- Doug Jewel
- Jordan Kieneker
- Stu Wightman

*With everyone's assistance, we work together to put on a great race!*



## SCHEDULE "C" continued

The Promoter is required to supply some of the following personnel: (please read carefully)

1. **THE STARTER: (Supplied by NWMRA)** This worker starts each vehicle's pass on the track and must be visible to both drivers. Once the vehicles are staged, the starter must check with manual timers on each lane. Then the starter checks with the head electronic timer prior to activating the starting light signaling the vehicles to start each race. The starter must ensure the staging and shut down areas are clear before flagging the vehicles to stage.
2. **TIMING VOLUNTEERS: (Supplied by the promoter)** We require six manual timers for the back-up timing system and two flaggers.
3. **TWO STAGERS: (Supplied by the NWMRA)** The NWMRA supplies several workers for this duty (the starter often acts as one of the head stagers) but two additional volunteers are required to assist in organizing the pre-staging and staging areas. The additional volunteer stagers also assist with vehicle tow-outs.
4. **EQUIPMENT OPERATOR: (Supplied by the promoter)** An equipment operator must be available at all times during the race to avoid lengthy delays. Quite often they are required to clear the start and finish lines during the event for reasons of safety and equipment is required for tow-outs.
5. **TOW VEHICLES: (Supplied by the promoter)** We request two tow trucks to assist with the removal of disabled vehicles. (skidder or 4X4 tractor and min of 100ft of cable recommended).
6. **REGISTRATION:** The NWMRA supplies one volunteer to assist with the registration of race vehicles if required. For insurance purposes, the NWMRA requires that our standard registration form and waiver be completed and these forms remain the property of the NWMRA. Copies are the responsibility of the promoter and should be available within five (5) days to one week of the event. The NWMRA requires signs to be posted at the registration and admission gates with an enlarged copy of the waiver. The NWMRA also requires signs posted at all entry points of restricted areas that read, ***"Entry Restricted. Pit Passes Required Past This Point"***.
7. **ADMISSION GATE:** This gate is the sole responsibility of the Promoter, as the NWMRA does not supply personnel for this duty.
8. **ANNOUNCER: (Supplied by NWMRA)** The NWMRA supplies a reliable volunteer to work with the announcer. The volunteer assists with supplying the announcer information on the vehicles and racers, and relays the race times and standings as they are recorded.
9. **SECURITY CREW: (Supplied by the promoter)** During race hours there must be a minimum of two security officials checking the pit area for people without passes and substance abuse, there must be at least three additional officials to assist with the general public. (Totaling 5 security provided by the promoter).
10. **AMBULANCE or ETV: (Supplied by the promoter) If required,** an Ambulance must be onsite during race hours and there must be two (2) fully trained level 3 attendants. The attendants must have experience with vehicle rescue and have the required first aid equipment including neck braces, back support, burn treatments etc. There must be phone or cellular contact with emergency services and the local emergency services must be notified of the event prior to race start. \*It is highly recommended that a first aid qualified person be in attendance after race hours.
11. **Although various volunteers can assume multiple duties it is suggested that the promoter supply a minimum of 15 volunteer at all times during the race.**

Prior to each race start, a meeting will be held with all the track volunteers, officials and directors so duties can be issued and the safety procedures can be explained to first time volunteers. It is important that everyone attends. This allows us to have every worker in place and prepared so there are no delays at race start.