

2026 MRA GENERAL RULES

The Mud Racers Association is the official sanctioning body for the MRA National Mud Racing Series. The goal of the MRA is to provide our participants with the experience of a national level event series.

The general philosophy of the MRA is to maintain stability and parity within the rules. Over time small changes will have to be made, the MRA will make its best effort to implement all rule changes during the winter months, so competitors may prepare for the upcoming season.

Before participating in an MRA sanctioned event, it is your responsibility to review and familiarize yourself with the MRA General Rules and Safety procedures along with the MRA Fast Track Class rules.

If there are sections in this rule book that need clarification, please contact an MRA Board Member in the contact section of the website at www.mudracersassociation.org

ASSUMPTION OF RISK

Mud racing is a dangerous sport for participants, for the purpose of this rule book, participants will be defined as any person directly or indirectly, associated with any vehicle, that has been permitted to enter the event site for the purpose of competition, racing, etc. including but not limited to the owner, driver, crew, sponsors, family, and/or any other people involved with said vehicle. In addition, any person or persons engaged in selling or displaying products or services will be defined as participants as well.

Participants may suffer bodily injury, death, loss, or damage to property during an MRA sanctioned event. Participants who enter an MRA sanctioned event are acknowledging that the event site is suitable for racing and that they understand and assume the risks that relate to mud racing events.

Participants must acknowledge that by participating in the events that they may suffer injury, death, loss, or damage to personal property. The participant voluntarily assumes the risk of such losses and agrees to indemnify the Mud Racers Association, MRA officials, MRA staff, event sponsors, the track, race officials, and other participants and/or officials for such losses and agrees to not sue such persons for such losses.

All participants are required as a condition of entering the track to sign all required forms, including such releases as determined by the MRA as well as the host track's requirements.

The MRA makes no representation, or express or implied warranties, that the compliance with rules and regulations posted in this rulebook or the safety requirements published by the host track or sanctioning body will guarantee against injury or death to spectators or participants or damage to personal property. The rules and conduct guidelines set within this rulebook and the safety rules set forth by the tracks sanctioning body are intended solely as the minimum acceptable standards. Safety is the responsibility of the participants of the event.

GENERAL AND SAFETY RULES

- 1) All competitors shall be at least 16 years of age with a valid driver's license to participate. Competitors under the age of 18 must provide written parental consent.
- 2) No alcohol or drugs permitted. This policy will be strictly enforced, and presence of alcohol or drugs will automatically disqualify the driver and vehicle from competition.
- 3) No riders permitted in vehicle.
- 4) All participants and crew members shall always present themselves in a neat and professional manner (shirts and pants mandatory) during the event.
- 5) The appearance of your vehicle should be presented in a clean and professional manner. Offensive graphics, pictures, and lettering are not acceptable.
- 6) In the event of disqualification of a vehicle, no refunds will be given.
- 7) It is mandatory that a licensed driver be seated in the normal driving position any time the engine is running, including pit area, staging lanes, turn-around and return roads. Failure to follow this procedure will result in disqualification.
- 8) High-speed driving or hot-rodding will not be tolerated anywhere except on the racetrack. **NO WARNING WILL BE GIVEN.** These actions are grounds for immediate disqualification.
- 9) Continuous reckless driving behavior during competition passes could result in the suspension of driving privileges.
- 10) The Mud Racers Association Tech Official(s) will have final approval of a race vehicles legality and safety for all classes. The MRA Tech Official(s) will have the right to call for a re-tech and/or disqualify any vehicle that they feel does not meet the requirements. Refusal to comply with a re-tech will be automatic disqualification.

CLARIFICATION OF CLASSES

- 1) **For the purpose of safety rules: The following Fast Track Classes will be referred to as Pro Classes**
 - a) Open Cuts
 - b) Open Paddles
 - c) Modified Cuts
 - d) Modified Paddles
 - e) Outlaw Pro Stock
 - f) Pro Stock
 - g) Super Stock

PROTEST PROCEDURES

- 1) Participant protests may only be filed by the driver or registered vehicle owner competing in the same event, in the same class as the vehicle being protested.
- 2) Any protest must be made within 30 minutes of the class competition. The protest must be made to specifically identify in detail the nature of a single violation and must be accompanied by the protest fee of \$200.00 cash.
- 3) The MRA Tech Official(s) present at the event will investigate and decide the protest as promptly as possible and shall inform the parties of the protest his decision.
- 4) If the protest is sustained, the protested racer will be disqualified from that class only. Adjustments in pay and standings will be made, and the protest fee will be returned to the protesting racer.
- 5) If the protest is over-ruled, \$150.00 of the protest fee will be awarded to the racer who was protested and \$50.00 will be awarded to the MRA.
- 6) The MRA Tech Official(s) reserves the right to reject any protest that it determines, in its sole and absolute discretion, is frivolous or intended to harass another participant or to otherwise gain some unfair competitive advantage.

DRIVER SAFETY

- 1) All classes require each driver to wear a safety approved Snell Rated Helmet. As of this writing, it is the minimum standard no helmet be over 10 years old, per the Snell sticker. It is the driver's responsibility to show the manufacturer's date is within 10 years, otherwise the Snell sticker will be used to establish the date.
- 2) To maintain safety and professionalism a SFI 3.2A-1 fire suit will be the minimum standard.
- 3) Gloves and shoes are mandatory in all Pro Classes.
- 4) Tethered head and neck restraints will be the minimum standard in all Pro Classes to include Pro Stock, Outlaw Pro Stock, Modified Cuts, Modified Paddles, Open Cuts, and Open Paddles.
- 5) Fires Suites are mandatory in all Pro Classes.
 - a) Super Stock – 3.2/5 rated Fire Suit will be the minimum standard.
 - b) Pro Stock – 3.2/5 rated Fire Suit will be the minimum standard.
 - c) Outlaw Pro Stock – 3.2/5 rated Fire Suit **with** a full set of Nomex Underwear or a 3.2/15 rated Fire Suit will be the minimum standard.
 - d) Modified Cuts – 3.2/5 rated Fire Suit **with** a full set of Nomex Underwear or a 3.2/15 rated Fire Suit will be the minimum standard.
 - e) Modified Paddles – 3.2/5 rated Fire Suit **with** a full set of Nomex Underwear or a 3.2/15 rated Fire Suit will be the minimum standard.
 - f) Open Cuts – 3.2/5 rated Fire Suit **with** a full set of Nomex Underwear or a 3.2/15 rated Fire Suit will be the minimum standard.
 - g) Open Paddles – 3.2/5 rated Fire Suit **with** a full set of Nomex Underwear or a 3.2/15 rated Fire Suit will be the minimum standard.

Note: This will be the minimum standard and implies no guarantee of 100% safety. Drivers should take their safety, and the gear associated with it very seriously. Drivers should ensure it is serviceable and fits properly. It is the driver's responsibility to look at all the options available to them.

******If a driver chooses to drive in multiple classes, your safety gear must meet each classes minimum standard fire suit.******

- 6) It is the minimum standard that all vehicles in the Pro Classes should have a 5 lb. single stage system with 2 nozzles directed at the engine and 1 nozzle directed into the driver's compartment installed per manufacture recommendations. Activation must be accessible by the driver while secured in the driver's seat with a 5-point harness.
- 7) It is highly recommended that all rear engine vehicles in the Pro Classes have some type of radio communication between the driver and their support and/or crew member.

- 8) A 5-point safety harness is required for the driver in all Pro Classes. No harnesses can be older than 5 years according to the SFI tag.
 - a) Pro Class vehicle involved in an accident, replacement of 5-point safety harness shall be based on the severity of the crash at the tech official's discretion.
- 9) Arm restraints or a window net is required for all drivers/vehicles that do not have glass/Lexan present in the driver's door.
- 10) Arm restraints are required for drivers in all vehicles that do not have a door and/or top on the vehicle.
- 11) Blow Proof bags for Superchargers required.
 - a) Blower bags must be within 5 years of the manufacturer date.
- 12) SFI Blower restraints are required and must be within 5 years of the manufacturer date.
- 13) Plastic seats are not permitted.
- 14) Driver must be contained by the seat with a minimum to secure ribs, hip/thighs and head. If bolt on head supports are used, they must be supported by bracing to make them solid and not movable from side to side.
- 15) It is the minimum standard, all vehicles in Pro Classes of Pro Stock and Outlaw Pro Stock shall have a funny style cage in the driver's compartment.
- 16) Blow Proof bags for Pro Chargers required.
 - a) Blower bags must be within 5 years of the manufacturer date.
- 17) Blow Proof bags for Turbos required.
 - a) Blower bags must be within 5 years of the manufacturer date.
- 18) Turbos shall have cross bolt exhaust flange and exhaust must point down away from spectators.
- 19) It is the minimum standard in all Pro Classes, a **RED** taillight with a minimum of 3 diodes shall be present on the back of each car, powered by the main kill switch.
- 20) 2025 and beyond, it is the minimum standard that Pro Classes vehicles in Outlaw Pro Stock and up shall utilize a wheelie bar.
- 21) 2026 and beyond, it is the minimum standard that Pro Class vehicles shall have double beadlock or properly screwed with a minimum of 16 screws per side rear wheels.

GERNERAL BODY & CHASSIS RECOMMENDATONS

Chassis materials should meet or exceed MRA's minimum recommendations. These are minimum recommendations and do not imply or guarantee driver or vehicle safety.

ROLL CAGES

- 1) All Pro Class roll cage/chassis should follow basic SFI construction practices.
- 2) All Pro Class roll cages should be substantially constructed and designed a minimum of 1 1/2" X .090. **These are minimum standards and do not imply nor guarantee driver or vehicle safety.**
- 3) All weld joints should conform to approved welding procedures and standards set forth by the ASME (American Society of Mechanical Engineers).
- 4) Firewall and floorboard must be of adequate construction to protect driver from engine and driveline components. 0.030 steel or 0.060 aluminum recommended.
- 5) Cage surrounding the driver shall extend a minimum of 3" past the farthest forward part of the driver's helmet with the driver secured in the seat and head extended forward.
- 6) After a crash the cage/chassis shall be repaired following SFI basic construction procedures, the MRA Tech Official(s) shall have final approval of a race vehicles safety for all Pro Classes. The MRA Tech Official(s) may disqualify any vehicle that does not meet the requirements after inspection.

GENERAL DRIVE TRAIN REQUIREMENTS

- 1) All Pro Class vehicles shall have driveshaft loops and u-joint guards.
 - a) Driveshaft loops shall be of substantial rigid construction, 3/16" steel or 1/4" aluminum recommended. All hardware shall be a minimum of 5/16" diameter.
 - b) Each driveshaft with a length of 24" or longer shall have a minimum of 2 loops. If the driveshaft is not longer than 24", 1 loop properly centered will suffice.
 - c) Loop location shall be no less than 6" and no more than 12" from the end of the shaft (u-joint) and 1" past slider on end with slip joint or 3 loops shall be evenly spaced so that if the slip joint breaks, shaft will not drop.
 - d) Driveshaft located in cab shall be shielded from driver. Driveshaft cover shall be a minimum of 0.50 steel or .125 aluminum.
 - e) In addition to the above – all Pro Class vehicles shall have u-joint guards or shielding around all exposed u-joints. Guards will be 360° and 3" wide. Guards shall be made of 1/8" steel or 1/4" aluminum, secured with 5/16" hardware.
- 2) Transmissions shall be properly shielded or SFI approved case. Non-Planetary – gear drive units do not require shielding or blankets, i.e. SCS or Pro-Fab units.
 - a) All vehicles shall have an SFI approved Flex plate or Fly wheel.
 - b) All equipped vehicles shall have SFI approved bell housing, installed with approved manufacturer's hardware.
 - c) All automatic transmission equipped vehicles shall have a SFI approved transmission safety blanket, SFI approved transmission shield, (It is also recommended that all Pro Classes install a SFI approved flex plate shield or bell housing) or SFI approved transmission case.
- 3) The running gear of each vehicle will be inspected to verify the safety of such critical components as steering, brakes, welds, tires, body, and body mount.
- 4) All open chain driven transfer set ups shall have a shield or guard with a minimum thickness of 1/8" steel or 3/16" aluminum covering the top of the unit. All shielding must be securely mounted to the engine or frame structure to contain the chain in the event of breakage. **(See Fast Track Class Rules)**
- 5) All weight added to race vehicles must be securely attached per MRA Tech Official(s) approval. Added weight must be brought to the attention of the MRA Tech Official(s).

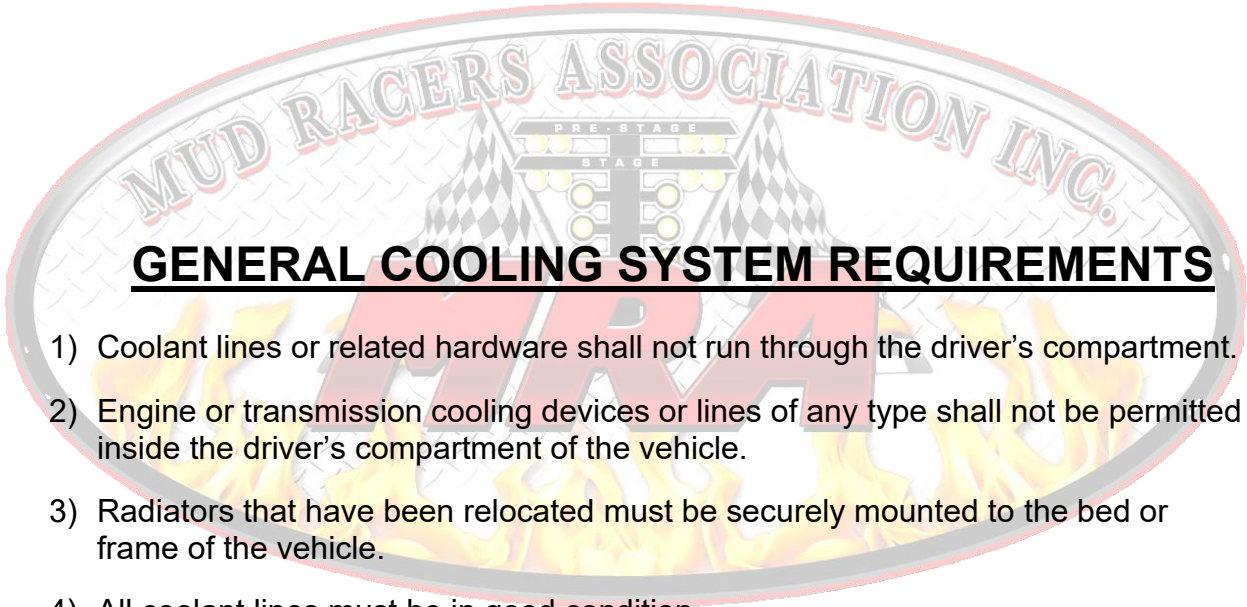
GENERAL ENGINE REQUIREMENTS

- 1) All supercharged vehicles shall use aluminum blower studs, belt shield and SFI approved blower restraints.
 - a) Fuel line shield highly recommended.
- 2) Pro Class vehicles shall have a minimum of three (3) return springs on throttle.
 - a) All throttle linkage – one (1) on pedal or toe loop and two (2) on carburetor(s) or injection systems.
- 3) Vehicles with mechanical aftermarket alcohol fuel injection systems must have a fuel shut off valve.
 - a) The fuel shut off valve shall be securely fastened within the drivers' reach while fastened in the driver's seat with a 5-point harness.
- 4) All Pro Class vehicles require an SFI approved steel harmonic balancer.

GENERAL TRACTION CONTROL REQUIREMENTS

Self-Learning Traction Control Technology

- 1) The use of all self-learning traction control technology (i.e. all Davis Technology Products) in all Pro Classes shall NOT be permitted.

The logo for the Mud Racers Association Inc. is an oval emblem. The top arc contains the text "MUD RACERS ASSOCIATION INC." in a stylized, outlined font. The center features a checkered racing flag, a traffic light with the words "PRE-STAGE" and "STAGE" above and below it respectively, and a large, bold, red "MRA" monogram. The bottom arc is filled with a graphic of yellow and orange flames.

GENERAL COOLING SYSTEM REQUIREMENTS

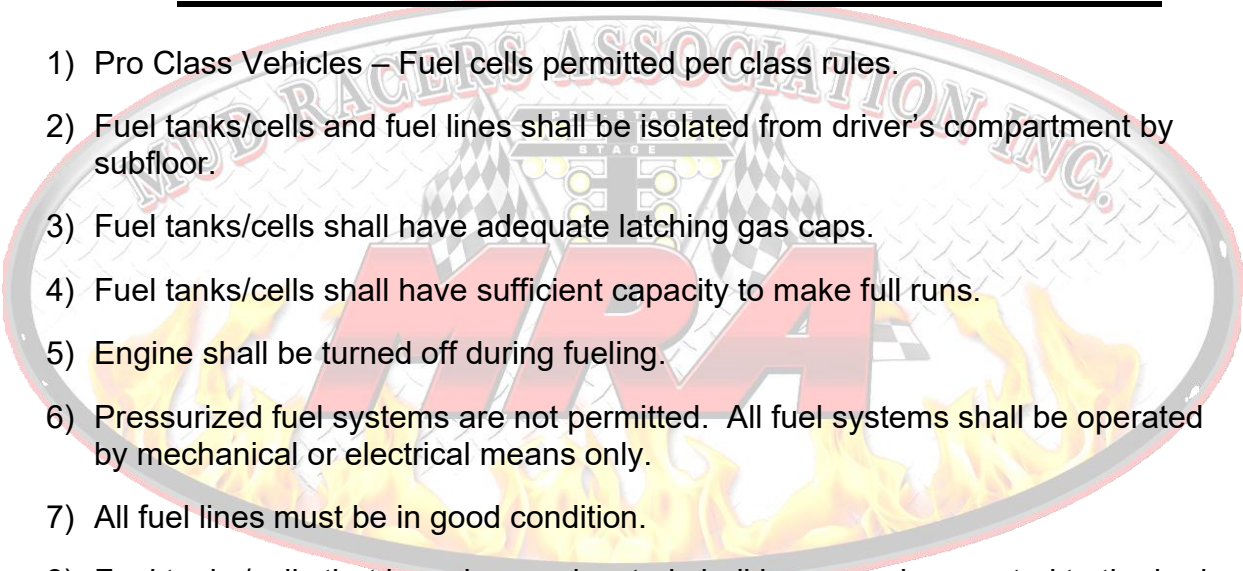
- 1) Coolant lines or related hardware shall not run through the driver's compartment.
- 2) Engine or transmission cooling devices or lines of any type shall not be permitted inside the driver's compartment of the vehicle.
- 3) Radiators that have been relocated must be securely mounted to the bed or frame of the vehicle.
- 4) All coolant lines must be in good condition.

GENERAL IGNITION REQUIREMENTS

- 1) **Pro Class vehicles shall have an ignition kill switch.**
 - a) Ignition kill switch shall be within the drivers reach while the driver is fastened securely in a 5-point harness.
 - b) Kill switch shall be clearly labeled “KILL SWITCH” or “ON” and “OFF”
 - c) Kill switch must shut power off to all electrical power (i.e. pumps, nitrous, and ignition systems, etc.).
 - d) **Pro Class vehicles shall have a master kill switch** mounted at the rear as close to center as possible, accessible when vehicle is on side or upside down. This switch shall disconnect all battery power and shut off the engine. Switch shall be clearly labeled. A second master switch within the driver’s reach while the driver is fastened securely in a 5-point harness is highly recommended.
 - e) Magneto powered vehicles will need a relay to comply, which can be supplied through many high-performance parts outlets.
- 2) The use of electronic, digital, or programmable ignition boxes for ignition and nitrous control in Pro Classes permitted.
- 3) Data logging equipment in Pro Classes permitted.
- 4) Pro Class vehicles shall have adequate battery power and starter on board to start the vehicle while the driver is securely fastened with a 5-point harness in the driver’s seat.
 - a) **Exception:** “Open” Pro Class vehicles may use a separate detached battery pack and/or a funny car style starter.
- 5) Vehicle batteries shall be securely fastened to the vehicle with the proper hold downs to prevent it from coming loose in the event of an accident. No ratchet straps, bungee cords, etc. permitted.

**NO VEHICLE SHALL BE STARTED OR LEFT RUNNING WITHOUT A
LICENSED OPERATOR IN THE DRIVER’S SEAT**

GENERAL FUEL SYSTEM REQUIREMENTS

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- 1) Pro Class Vehicles – Fuel cells permitted per class rules.
 - 2) Fuel tanks/cells and fuel lines shall be isolated from driver's compartment by subfloor.
 - 3) Fuel tanks/cells shall have adequate latching gas caps.
 - 4) Fuel tanks/cells shall have sufficient capacity to make full runs.
 - 5) Engine shall be turned off during fueling.
 - 6) Pressurized fuel systems are not permitted. All fuel systems shall be operated by mechanical or electrical means only.
 - 7) All fuel lines must be in good condition.
 - 8) Fuel tanks/cells that have been relocated shall be securely mounted to the bed or frame of the vehicle.
 - 9) Fuel tanks/cells shall be securely fastened with a minimum of 2 metal straps, 1" minimum width, secured with proper hardware, 3/8" minimum.

GENERAL NITROUS REQUIREMENTS

- 1) Nitrous systems shall be commercially available and installed per manufacturers recommendations.
- 2) Nitrous line quarter turn ball valve
 - a) Quarter turn ball valve shall be installed, inline and within driver's reach while fastened securely in a 5-point harness in the driver's seat.
 - b) Quarter turn ball valve shall be capable of shutting off all nitrous supply from bottle(s) to solenoid(s).
 - c) If two (2) N2O bottles and lines are used, both shall have quarter turn ball valves within driver's reach while fastened securely in a 5-point harness in the driver's seat.
 - d) Inline Quarter Turn Valve may be operated by push-pull cable connected to a lever within driver's reach while fastened securely in a 5-point harness in the driver's seat.
- 3) The electric power source for fuel pumps and nitrous switches shall pass through the master kill switch. It is highly recommended a second kill switch be located with driver's reach while fastened securely in a 5-point harness in the driver's seat.
- 4) Nitrous activation switch shall be a momentary switch.
- 5) Nitrous filter is the minimum standard.
- 6) Heating of nitrous bottles by any open flame shall NOT permitted.
- 7) Use of any agents other than nitrous oxide as part of, or mixed with, shall be prohibited.

GENERAL BRAKE REQUIREMENTS

- 1) Pro Class vehicles shall have working and adequate brake systems. (Dual reservoir, dual master cylinders required)
- 2) Four (4) independent wheel brakes are required for Pro Class vehicles.
- 3) Brake rotors will be inspected for heat cracks, rotors found with heat cracks will not pass tech inspection.
- 4) Braking systems will be inspected and tested during tech inspection.
- 5) Steel brake lines are recommended. Flexible steel braided brake lines are permitted if securely fastened.
- 6) Stock rubber flex lines to calipers are acceptable. Steel braided flex lines are recommended in all Pro Class vehicles.

GENERAL TIRE REQUIREMENTS

- 1) DOT tires shall have raised DOT stamping on sidewall.
- 2) Tires will be sized by manufacturers raised stamping on sidewall.
- 3) Recapped tires shall not be permitted.
- 4) All lug nuts shall be in place.
- 5) Tires permitted as per Pro Class rules.
- 6) It is the minimum standard Pro Class vehicles shall have double beadlock or properly screwed with a minimum of 16 screws per side rear wheels.