



2025 MRA POLICIES & PROCEDURES

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NATIONAL RECORD POLICY

National Records: Back Up Time Required

All national records shall be backed up by a minimum of five hundredths (.050) of a second.

Only a first-place finisher can break a National Record

In a 2-day event, no official record stands until a class is finished. A back up pass may be made at any time during the event.

Back up time for the new record shall be verified by at least 2 Representatives or a Representative and a Regional Director or Tech Official of the MRA.

The backup time may be taken from either the first or second run times if the margin is within five hundredths (.050) of a second.

THIRD PASS OPTION

At the discretion of the MRA Representative present at the event, a third pass may be granted.

The third pass may be run by the end of the race event at the discretion of the MRA Representatives present.

The competitor will be entitled to lane choice and a fresh track groom for the third pass for the purpose of being a **backup pass only**.

The third pass is **NOT** eligible to set a new record if the backup time is faster than either of the two competition passes.



This third pass is established for the purpose of verification of a new record only. The national record will remain “unofficial” until reviewed by the Board of Directors.

MRA Points Regulations for National Events

All participants must be active members in order to compete in an MRA Points Series event(s) OR to receive event points.

- 1) Class points shall be awarded for the finishing position of each driver/vehicle as per MRA point's schedule.
- 2) Class points and Bonus points shall be awarded to the registered driver and vehicle on the registration form. The registered driver must complete both passes.
- 3) Bonus points shall be awarded to each driver/vehicle that attends and completes a legal run at a MRA Sanctioned National Event. (Per MRA points schedule)
- 4) Total Points will be accumulated for the registered driver and vehicle for their finishing positions (Including any bonus points) at the end of each of the "Points Series Events" attended. Points shall continue to be accumulated for each registered driver/vehicle throughout the series for the remainder of the season.
- 5) Substitute drivers due to circumstances approved by an MRA Representative shall be permitted during an event for the purpose of accumulating points. The points shall continue to go with the car.
- 6) A Driver and/or vehicle shall only be allowed to place once in a class.
 - A) Vehicle can only be registered once in a class
- 7) A Driver may place twice in a class with two (2) separate vehicles.
- 8) At no time shall class points be transferred to or from one driver/vehicle to another driver/vehicle.
- 9) A Driver may transfer his driver/vehicle points to a new vehicle with prior permission from the MRA Board of Representatives and under the following conditions: The original vehicle has been sold / destroyed or otherwise decommissioned from use by the original



owner. (If it remains in service under the original driver - the original points shall stay with it and shall not be allowed to be transferred).

- 10) If a car is decommissioned due to a catastrophic situation, with prior permission from the MRA Board, a driver will be allowed one registration using another vehicle for the purpose of accumulation points, while their car is being rebuilt.
- 11). The number of events utilized to calculate a participant's final point's position will be determined by the MRA Board prior to the start of the season.
- 12). In order to be considered a legal run and receive points at an MRA event, a registered driver/vehicle, under its own power, must stage and break the starting beam to start the timing clock.



2025 MRA POINTS SCHEDULE

(10 POINT SYSTEM)

1 st place.....	100 points
2 nd place.....	90 points
3 rd place.....	80 points
4 th place.....	70 points
5 th place.....	60 points
6 th place.....	50 points
7 th place and down.....	40 points

Bonus points:

National record: 20 Bonus points

- All National Records must meet MRA requirements
- National Record points will be awarded in addition to your cap points

Reaction Time Bonus Points: 10 Bonus points

Bonus points will be awarded to the RT winner in each class at events where reaction times are available and the race has been designated as a RT Bonus Race.

Eligible Points: Legal Run—A vehicle must break the starting beam under its own power to be considered a points eligible run. See rule # 9 under National Event Staging Procedures.

Attendance Points: Each driver will be awarded 5 points for each MRA Series event they attend whether they are participating as a competitor or attending as a spectator. These points will be carried out throughout the season and will not be deducted.



National Points Series Format

2025 is scheduled for 5 National Points Races.

The point's championship format for 2025 will be as follows:

All current members will receive 5 points for attending the MRA Annual Meeting. To collect points, you must check in during the meeting. These points will be carried throughout and will not be deducted.

All current members will receive 5 points for attending an MRA Series Event either as a competitor or spectator. To collect points, you must check in with the registration table during the event. These points will be carried throughout and will not be deducted.

All points will be carried throughout the season, at the end of the season; each competitor's lowest scoring race will be dropped from the point's total. National Record and Attendance points will not be deducted from the races that are dropped.

Due to misconduct 200 points may be deducted at the MRA Boards discretion. See misconduct rules for further clarification.

The points will be tallied to determine the points champion in each class.

The MRA will recognize the top three point's holders of the 2025 MRA Points Series in each class at the annual meeting.



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 class competition. The protest must be made in writing and must specifically identify in detail the nature of a single violation and must be accompanied by the protest fee of \$200 cash.
3. The MRA Representatives present at the event will investigate and decide the protest as promptly as possible and shall inform the parties of the protest their 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 of the protest fee will be awarded to the racer who was protested and \$50 will be given to the Race Promoter.
6. The MRA Representatives 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.



MRA FAST TRACK FRIDAY PURSE STRUCTURE

Outlaw Pro Stock (Points Class) \$90.00 Entry Fee (\$1930.00 Total Purse)
\$800.00
\$400.00
\$300.00
\$200.00
\$150.00
\$80.00

Modified Paddle Tire (Points Class) \$100.00.00 Entry Fee (\$2240.00 Total Purse)
\$900.00
\$500.00
\$400.00
\$200.00
\$150.00
\$90.00

**Kelly O'Dell Open Cuts Tire (Points Class) \$110.00 Entry Fee
(\$2450.00 Total Purse)**

\$1000.00
\$600.00
\$400.00
\$200.00
\$150.00
\$100.00



MRA FAST TRACK SATURDAY PURSE STRUCTURE

Super Stock (Points Class)	\$75.00 Entry Fee	\$1000.00
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- \$500.00
- \$250.00
- \$150.00
- \$100.00

Pro Stock Cut Tire (Points Class)	\$80.00 Entry Fee	(\$1720.00 Total Purse)
\$700.00		
\$350.00		
\$250.00		
\$200.00		
\$150.00		
\$70.00		

Dan Richter Open Paddle Tire (Points Class)	\$110.00 Entry Fee	(\$2450.00 Total Purse)
\$1000.00		
\$600.00		
\$400.00		
\$200.00		
\$150.00		
\$100.00		

Modified Cut Tire (Points Class)	\$100.00.00 Entry Fee	(\$2240.00 Total Purse)
\$900.00		
\$500.00		
\$400.00		
\$200.00		
\$150.00		
\$90.00		



QUESTIONABLE TIME POLICY

In the event that a timed pass in competition is questionable in relation to the national record and/or the class field at an event, all MRA officials present will confer to determine if the competition pass will or will not stand by a majority vote.

Invocation of this policy considers the prior or subsequent run of the questionable timed pass does not reasonable validate the questionable time.

If it is determined by a majority vote the questionable time will not stand, the racer will be allowed a rerun.

At the discretion of the MRA officials present (as not to burden the track/promoter's event schedule), the rerun will take place as soon as possible after the determination that a rerun is necessary. The rerun will be conducted in the same lane as the pass in question was made with the track in its normal grooming rotation. No special grooming will be conducted.

The race vehicle must be in compliance with the class rules for the rerun (i.e.: body, fuel, weight, etc.)



REACTION TIME TIE POLICY

In the event that there is a tie for the best reaction time in a class, the racer with the 2nd best reaction time of the driver's 2 passes will be determined the winner.

If a driver is only able to make 1 pass, then the said driver forfeits the reaction time win in the event of a tie.

If both racers are unable to make a second pass, then the winnings will be split 50/50.

TEST and TUNE SESSION

Pre-race day test and tune session may be held at the promotor/owner discretion. Which will require an ambulance on site for the duration of any pre-determined test and tune session.

Test and tune session shall not be allowed on the day of competition.



TECH INSPECTION VIOLATION PROCEDURE

CLASS RULE VIOLATIONS

The tech official will determine the appropriate class placement. The tech official may confer with MRA Representatives in attendance for clarification of class guidelines if needed.

SAFETY OR GENERAL RULES VIOLATIONS

In the event of a safety or general rule violation occurs, the first offense will result in a tech fail and fix-it notification. Documentation of infraction will be noted.

MRA Board Representatives will have a meeting prior to race to discuss all infractions. The MRA Representatives will have the final decision of whether to allow the truck to run in competition.

If allowed to run in competition, the tech failed truck/driver (if the violation is determined to be a performance advantage by the MRA Representatives) is not eligible to collect MRA series points or claim a national record if a national record time is broken.

The truck will not be allowed to compete at any subsequent MRA national events until the infractions are corrected

POST RACE TECH: At the end of each class, the top 6 vehicles must weigh out. No changes to the vehicle may be made after the second pass, prior to weighing out. If the vehicle does not meet minimum weight, the vehicle shall be disqualified from competition. If weight, nitrous, or fuel is added to the vehicle after the run and prior to weighing out, the vehicle shall be disqualified.



NATIONAL EVENT STAGING PROCEDURES

Staging area: the area used to line up the vehicles to run.

Staged: When a vehicle has entered the track and activated the staging beam on the starting system.

Running Order Procedure

- 1) All entries in a class shall register and draw numbers for their running position. (MRA membership required)
- 2) All entries will be staged and make their pass according to the running order they drew at registration. (Odd #- Left lane, Even # - Right lane)
- 3) With the exception of alternating lanes to make their second (2nd) pass OR if otherwise noted in this section or at the drivers meeting, all entries shall maintain said running order for both passes during the running of said class.
 - a) In an effort to eliminate unnecessary by-runs during the second pass, an entrant may be moved up to be paired with another entrant if it does not upset the running order.

NOTE: A running order shall be displayed at the entrance to the staging area / tower or conveyed by track personal to the drivers in the staging area. (In order to make for a smoother running program - Drivers need to make sure they know or find out the participant running order when they enter the staging area).

- 4) All entrants shall proceed to the staging area when called to do so for that class.
- 5) Once in the staging area, all entrants should be in their vehicles and ready to race.
- 6) All entrants shall be in the staging area prior to the starting of the class. If an entrant is unable to make it to the "staging area" OR is not in the "staging area" at the time of their scheduled pass - they shall forfeit that pass.



- 7) All entrants entering the staging area without their proper safety gear on shall forfeit their pass.
- 8) Once in the Staging Area, all entrants shall have the time it takes for the previous vehicle(s) to clear the track and enter the return road to start to stage (pull up to the line) with their vehicle. If a competitor fails to stage at that time due to mechanical problems an official two (2) minute warning will be issued. If their vehicle is unable to stage at that the end of the official two (2) minutes, they shall forfeit that pass.

NOTE: On a two (2) lane track the staged competitor in the other lane shall be allowed to make their pass without having to wait for the second competitor that is under the official two (2) minute warning.

NOTE: The same procedure will be followed for the first and second round of competition.

EXCEPTION: *If a competitor is in the "staging area" and is unable to make either round due to mechanical problems - that competitor(s) will be given the official two (2) minute warning to start to stage and make a pass at the end of round two (2) only. No grooming of the track shall be allowed prior to that run whether it is scheduled or not. If they are unable to stage and make their pass at that time - they will forfeit their opportunity to compete in that class.*

- 8) All entrants shall be allowed one (1) roll through only (to pack the track etc.) prior to staging for a pass.
- 9) Legal run: A vehicle must break the starting beam under its own power to be considered a legal run.

EXCEPTION: *If an entrant stages and then rolls through the starting beam due to a malfunction with their equipment, they will be allowed to re-stage for that run. This will be allowed one (1) time only and as long as the vehicle does not proceed past the 25-foot mark. The competitor's run must be run within a 2-minute period. You will not be allowed to return to your trailer to correct the malfunction.*



- 10) Grooming
 - a) Every 5 Passes
 - b) If more than 5 passes in a class, the groom will be split in the middle of the class.

Exception: Grooming may be adjusted at the discretion of the MRA Representatives due to track conditions.



TIMING SYSTEM FAILURE PROCEDURES

All tracks hosting an MRA National Event shall comply with the MRA track safety guidelines as posted on the home page of the web site. Among these guidelines are the requirements for the placement of the tracks timing system.

All timing systems shall have at least one (1) stage beam (NOTE: a pre-stage and a stage beam are preferred) for the purpose of staging vehicles in order to be approved for an MRA National Event and to establish MRA National Records.

In the event that a track's approved main timing system (and if present any backup timing system) fails during an MRA National event, The MRA's timing system (or any others available) may be used. If NO timing system is available, at the discretion of the Rep's with agreement of the Promoter, the event may be Postponed OR Canceled.

In the event that a backup timing system is put into use at a National event and **NO electronic Staging system is available**, an alternative system of using a rope OR rubber band with stakes placed (per MRA Track Safety Guidelines) on both sides of the lanes may be used as long as the procedure is consistent for all entrants.

HOWEVER: While using any of the alternative system for staging, the times will be recorded as "Official" for the purpose of the final standings of the event and for the purpose of awarding "MRA series points" Only.

NO NATIONAL CLASS RECORDS SHALL BE ACCEPTED AS OFFICIAL WITHOUT THE PRESENCE OF AN ELECTRONIC STAGING BEAM (s) IN PLACE.

UNCOMPLETED ROUNDS: If the main timing system fails and a backup system is utilized without the use of an electronic staging beam prior **to the completion of the First Round of any given class:** The times run on the failed system shall be disallowed and the entire class shall be re-run on the backup timing system.

NOTE: If the entire 1st round was completed prior to system failure - those times will stand.

NOTE: National records that are set on the tracks approved timing system, prior to any system failures - shall remain in place as long as they meet all other MRA requirements.



CODE OF CONDUCT

All competitors attending an MRA Series Sanctioned Event shall comply with the Code of Conduct to ensure a professional race format. The Code of Conduct is to ensure we as racers and teams stop to think about our actions that could cause harm to ourselves, other competitors, or damage the property we are holding an event at. In the event, an MRA board member is contacted by the promotor or security personnel, regarding an incident that sheds a negative light on the association or event, 200 points will be deducted, and you could incur a \$250.00 fine. MRA board members will convene and determine the appropriate actions / sanctions to be handed down.

Equipment Replacement Cost

During competition if a participant is determined by the attending MRA Board Members to have hit any sensors, reflectors, or finish line flags regardless of damage a \$100.00 fine and 25-point deduction will incur, which will need to be paid before the participant may make another pass.