



REVISED MAY 2024

RULEBOOK DISCLAIMER

The Canadian Mud Racer's Organization (CMRO) has no express implied warranty of safety resulting from publication of, or complaint with these rules. They are intended as a guideline for conduct of the sport and are in no way a guarantee against injury or death to spectators or participants.

Participants are expected to be alert to inherent hazards of Mud Racing competition and are expected to exercise good safety precautions and procedures.

SAFETY IMPORTANCE

The primary responsibility for the safe conduction and operation of a racer in competition rests with vehicle owner and driver. The promoter assumes major responsibility for the operation of a safe race event. The total responsibility for racing's progress must be shared by everyone associated with the sport. Close observance of the standards set forth in this rulebook is an important fundamental. The standards set forth by the CMRO will serve as guidelines based upon experience and professional mud racing. The CMRO also serves as coordinator and facilitator between the professional racers, the pit or facilities manager, and the promoter.

SANCTIONING EVENTS

The following procedures will be used when designating sanctioning approval status of racing events:

1. Promoters **MUST** book their sanctioned event **ninety (90) days** prior to their event date. A sanctioning fee of \$1000.00 must be paid by this time to the Organization together with an executed Event Agreement, which will be filed with the CMRO. The fee is non-refundable unless an event must be cancelled, in which case thirty (30) days written Notice must be given to the President of the Organization. A meeting of the executive will then be called to discuss the Promoter's reason(s) for cancellation. Should "just cause" be found, the fee will then be returned. Any Promoter that has held a sanctioned event the year before, has priority to the same weekend date of the current year (with the 90-day prior clauses).

2. First time Promoters must have a CMRO member assisting the event before the event will be sanctioned. A member of the executive will ensure one (1) week prior to event date, that all safety features will be enforced and mud pits meet CMRO approved requirements.

3. At a CMRO sanctioned / approved race event, the CMRO will implement the Organization's rules and monitor compliance at the event.
4. All sanctioned events must use CMRO's timing system.
5. Promoters must supply QUALIFIED First Aid services at all CMRO sanctioned events. The First Aid vehicle must have access to move in and out at all times and must be visible to the event officials, the CMRO, and the public at all times. Races will not start until the First Aid vehicle is on site.
6. Promoters MUST supply a minimum of 15,000 gallons of water per day during the event and up to one (1) hour after the event on the first day, and two (2) hours after the event on the second day. CMRO will supply the wash pump and wash hoses.
7. Promoters must provide adequate toilet facilities.
8. Promoters are urged to provide dirt ramps for semis to load and unload competitors' vehicles.
9. Promoters may have one (1) day sanctioned event, but the rules apply as for a two (2) day event and prizes are paid in the same manner and amount.
10. A sanctioned event must include the following classes:
 - Street Stock
 - Mod Stock
 - Pro Stock
 - Super Stock
 - Pro Modified
 - Super Modified
 - Open Mud
 - Junior Pro
 - Fireball
 - High Voltage

Note

- Junior Pro, Fireball, High Voltage, Super Stock, Pro Modified & Super Modified will race in the pro pits
- Open Mud, Street Stock, Mod Stock & Pro Stock will race in mud whenever possible.

11. Class order will be determined pending on venue, the promoter's discretion and as the Safety Committee sees fit.

- "Local classes" will be at the promoter's discretion. It will be left to the Promoter to arrange, register, and monitor the "Local Class" competitors. CMRO will only keep track of the competitors' race number and time, if

asked by promoter.

12. Promoters will receive a Promoter's Package in advance of their event, or they can print one from the CMRO website (cmro.net). The package will contain all paper needed, including rules. All papers (used and unused) are to be returned to the CMRO President completed.

13. CMRO supplies all sanctioned events with the following.

Stagers, Fire Extinguishers, Flagmen, Liability Forms, Measurers, Wash hose and manifold, Event Van, Wash pumps, Time System. Tow Cables, Stop Watches, Technical Inspectors & Forms, Timers, Registration Forms, Time Sheets, & Personnel.

14. Promoters are encouraged to send a copy of their posters to the CMRO secretary in advance of the event. CMRO secretary will send this out to other racers we know of outside our circuit. Your event will also be advertised on our website. Posters should contain the following information and be sent in a PDF or JPEG format:

Where, When, and Time of the event
Entry Deadline, Admission and Entry Fees
Specify Classes
Specify the Purse
Specify CMRO sanctioned and include CMRO logo
Information Contact Number

15. There is a \$60.00 registration fee per vehicle, per class, for all classes. Classes are paid per heat (run); there are four heats per weekend, per class.

16. Tie Breaker - if there is a tie for any position, the monies for that placing will be added together, and then divided by the competitors. Points (full) will be awarded to each competitor for that placing. Trophy will be decided by the toss of a coin.

17. Promoters are to be aware that CMRO members holding a valid membership pit pass will be allowed into the event at no charge.

18. Promoters must supply a designated vehicle tech-in area.

PAYOUT SYSTEM

CMRO requires one cheque from the Promoter in the amount of \$8,500.00 for payout distribution. CMRO will issue cheques for payout of all classes (with exception of Local class, which will be handled by the Promoter.)

1st, 2nd, 3rd place overall in each class receives a trophy.

Local classes will be promoter's discretion for the payout entry fees.

PAYOUTS FOR STREET STOCK

75% payout to 1st, 2nd 3rd place drivers, 25% back to CMRO

NON-SANCTIONED EVENTS

1. If the Promoter voluntarily agrees to follow CMRO rules for the Race event, and accepts all responsibilities, the CMRO grants approval for the use of its rules. However, the CMRO doesn't accept any responsibility for implementing or monitoring the rules at the specified event.

2. This designates events which are NOT CMRO approved or sanctioned. The CMRO ASSUMES NO RESPONSIBILITY OR LIABILITY, nor has any interest in designated event.

3. No promoter shall advertise CMRO or use the CMRO logo in any way for a non-sanctioned event.

4. No CMRO supplies will be issued for any non-sanctioned event.

The benefits of having a CMRO sanctioned event would include expectations for increased safety and monitoring; standardized rules for race competition; and participation by the leading professional drivers for the Promoter's event.

In the interest of developing standardization and safer motor sport, the CMRO will make its rules available to any Promoter who wishes to voluntarily use the rules in coordination with his/her event. However, the Organization makes no representations and assumes no responsibility or liability for implementing or monitoring the rules and their enforcement.

EVENT REGULATIONS

Each member and/or participant agrees to familiarize him/herself with all applicable rules and regulations prior to competing in any CMRO sanctioned Race event.

Any racing concerns that come up during race time may be directed to the pit boss or safety personnel only.

A member and/or participant expressly agree that the act of entering a CMRO sanctioned event shall constitute agreement by him/her to be bonded by all the rules and regulations covering the event.

The participant agrees to be bounded by any decisions of the promoter and the CMRO Executive.

The member also agrees to release and waiver from liability, and agrees not to bring any action against the promoter, the CMRO, or the event facility, event sponsors or any event officials for any loss, damage or injury caused by decision, erroneous or otherwise, whether based on negligence or otherwise, or by actions taken by the event director, the CMRO Executive or other event officials during the course of the event whether such actions competition negligence or otherwise.

"Participant" includes any person directly or indirectly associated with a vehicle lawfully upon the premises for the purpose of competition, included but not limited to, owners, drivers, and crew people.

The authority of the CMRO Executive to make decisions shall include and cover any facet of any kind in connection with pits, the conducting of competition, behavior of contestants, and shall include the right to suspend, bar, expel, or disqualify from the competition without liability of any kind.

All drivers of competing vehicles will be given a Liability Waiver to read and sign before entering a vehicle in completion.

All competing drivers must have a valid driver's license and be at least 16 years of age with parent or guardian signed approval. Any competing driver caught without a valid driver's license will be suspended from CMRO for five (5) years.

A vehicle cannot be entered into any class more than once. Registration and technical inspection of vehicles will be done at the designated area on the first day of the event.

All vehicles must pass a safety inspection before entering the event.

If two or three members own a vehicle together; they must use the same CMRO Competition number.

During the competition year, the CMRO office must be notified in writing after a sale and before the vehicle is registered for the next event. Should a competitor be forced to withdraw (scratch) from an entered class due to breakage or be unable to compete, the withdrawal must be made prior to the start of the class on the first day's competition. The competitor will be required to notify the event clerk (timing booth) of his/her withdrawal. At that time, the event fee will be refunded-the competitor will not receive any points for attending the event.

Once a competitor has pulled up to the start line, whether they have a measurable run or not, they will not be refunded their entry fee.

Class jumping is permitted at registration only, NO EXCEPTIONS! A competitor is only allowed to bump up 1 or 2 classes (i.e. Street Stock can only go up to Mod Stock or Pro Stock - NO FURTHER)

Drivers will draw for running order, per class, at each event. Reverse order on the second day.

Driver's meetings are held 2 hours before the event is to start. All competitors must attend the driver's meeting on both days, unless attending only 1 day. At any sanctioned event, it is mandatory for all drivers to attend any particular driver's meetings that may be called by the Promoter or the officials.

No late entrants allowed once the running order has been posted for that day.

There must be a minimum of three (3) entrants to make a class; otherwise entrants will be bumped up to compete in the next higher class.

Any vehicle that passes inspection in their own class does need to be re-teched for a higher class, with a separate Tech sheet filled out and signed

A strict 5km speed limit is enforced in both the pit and camp area.

No vehicles shall run before 9:00am or after 9:00pm in the pit or camp areas, unless an official escorts the vehicle.

No vehicles are allowed in the competition area (Stage & Shut down) during competition other than the competition vehicles. No spectators or unnecessary vehicles allowed.

Competition vehicles must be operated in a safe manner at all times, in the pit area, during staging and unloading. The CMRO Executive and/or the pit officials have the right to stop and even disqualify any vehicle from the event if that vehicle is not being operated in a safe manner.

Any person in the pit or competition area found to be impaired in any capacity, regardless of the amount, until the end of competition day, shall be evicted from the event. Such conditions are cause for suspension of competition privileges for the period of one (1) year at any CMRO sanctioned event. CMRO Executive will handle any suspensions by written letter.

RACE RULES

Racer's primary objective is to drive a 4x4 vehicle through a pit of sand or mud as fast and as far as possible to become the overall champion. CMRO afford every Racer an equal opportunity at the title. Mud racing competition consists of classes for vehicles used in everyday aspects of the street, to classes that are designed for the professional vehicle that is not driven on the street.

Individuals compete against the clock in an attempt to have the fastest time while driving through a sand/mud pit.

****NEW to CMRO is REACTION TIME in all classes****

Time starts when the light turns green and stops when the vehicle crosses an electronic beam at the finish line. Individuals compete against the clock. Winners in each class are determined by the combined time from both days' runs (using the best 3 of 4). The fastest combined time determines the winner.

In the event that the electronic timer fails, a rerun will be awarded or the driver can take the average of their times. If a complete run is not made, a measurement to the front of the vehicle is used to determine the distance traveled. Winners in each class are determined by combined distance from both days runs. The farthest combined distance is the winner. Distance and time are kept on all runs. In the event of a tie, the combined distance plus the combined time is used, with the fastest time determining the winner.

Distance and/or time are awarded to the vehicle, not the driver. A vehicle may only compete ONCE in any class.

If a racer is the first to pass through the pit, that pass can be thrown away if the driver has attended the driver's meeting.

All competing vehicles stage with the staging light and must come to a complete stop before breaking the start beam. Failure to stop will result in an automatic disqualification (DQ) for that pass. Staging time is the time it takes to be at the start line in your running order. Pit officials have the authority to decide on the eligibility of a particular run. Competitors and their vehicles should be prepared to be on time for their run and be in the staging order. Reasonable staging time is at the discretion of pit officials. All vehicles must be pulled forward. Only exception is if a vehicle breaks down within the 1st twenty-five feet, the driver can opt to be DQ'd for the pass and be pulled out backwards.

Staging must be done under the vehicles own power. All blown or clutched units must be towed to the line.

Reverse at anytime during a run is an automatic DQ. Once you have broken the staging beam you can no longer back up.

Any vehicle that comes out of the pit or in contact with any equipment is DQ'd for that run.

If a vehicle starts at the lights before the green light and the red light comes up on the tree, you will be DQ'd.

If a driver or his/her passenger removes their helmet or exits the vehicle in the pit, you will be DQ'd.

Once a vehicle has ceased forward motion and been flagged, it is not permitted to move again.

Vehicles that dig unnecessary holes in the pit are automatically disqualified for that run.

Exhibition Runs - Non-members must be teched and run Saturday at the end of the day with a cost of \$25.00 per run. Members can run at the end of their class at no charge on either day, at the discretion of the Promoter and Pit Boss. No points or money will be awarded.

Driver's hands must be visible to the flagman during hook-up.

In Non-Nitrous classes, pit officials check to ensure that Nitrous bottles are sealed and tapped off.

Any competitor found to be running illegally will forfeit all points acquired during current race year and be fined the amount of any race payouts won. Fines must be paid back to CMRO prior to the competitor competing in the next highest class for the remainder of the race year. If the vehicle meets the standard of the lower class the next year, the competitor shall be allowed to race in the lower class again.

Violation of any governed rule shall constitute a disqualification.

SAFETY/ RULE COMMITTEE

1. The safety/ rule committee consists of at least nine (9) members, one must be the President (typically the second vice of the CMRO) who is knowledgeable in the mechanical aspects of 4-wheel drive vehicles and who have been nominated for this position.
2. The committee is authorized to inspect any competition vehicle at any time, at all CMRO sanctioned events.
3. Rules used for inspection are CMRO approved rules and regulations.
4. All CMRO competing vehicles are inspected at the 1st event the vehicle attends of the season, and can be inspected again at any time during the season.
5. Any competition vehicles not previously inspected must be inspected before entering any event.
6. The Safety/Rule Committee shall have the final authority on any alleged regulation infraction. Pit official, CMRO members or non-members cannot overrule committee decisions.
7. The Committee must be informed when any rule-governed alteration has been made to a previously inspected vehicle. The committee shall determine the legality of any such alteration.
8. An inspected competitor who has made an illegal alteration as determined by the Rule / Safety Committee shall be banned from competition for one year from the date of the infraction.
9. A checklist form is used for initial inspection and kept by Safety/Rule committee. Any alterations are noted on original form.

10. Protests are filed according to CMRO rules and regulations. All teardowns are done by the Safety/Rule Committee, or in their presence.

11. The CMRO member at the end of the pit will have a fire extinguisher with them at all times.

POINT SYSTEM

Points are tabulated through the CMRO office to establish a year-end Overall Point Champion and a 1st, 2nd, and 3rd place Champion in each class.

The overall champion is awarded to the vehicle that has accumulated the most points in a single class per season. The 1st, 2nd, and 3rd place champions in each class are awarded to the vehicles that have accumulated the most points in each class per season.

Current point standings can be obtained by checking with the CMRO office or the CMRO web site <http://www.cmro.net>. Points are awarded on a one-vehicle format. To receive points, the vehicle must be registered with the CMRO for the current season and the event must be sanctioned. If at any time during the season a vehicle change occurs, a new set of points will be started. If a vehicle breaks down during an event, no vehicle can be substituted for that vehicle. Any vehicle proven to be competing illegally by the Safety / Rule Committee will automatically lose all points accumulated. All points awarded are the property of the vehicle and cannot be transferred to another vehicle or class. A vehicle owner may sell the vehicle, including the registration number and accumulated points. All points for all classes will go with the vehicle. Registered vehicles receive one point for showing up if there is not a full class.

Ten points are given at fall and spring meetings for attendance.

Anyone that attends the fall and spring meetings, has a membership, and are running in more than 1 class will be awarded 10 points for each class entered for that vehicle.

Points are awarded in the following manner for all classes per heat as follows:

1st = 7pts

2nd = 6pts

3rd = 5pts

4th = 4pts

5th = 3pt

6th and up = 2 pt

Bonus overall event place: 1st - 3pts, 2nd - 2pts, 3rd - 1pt

If there is a tie for placings/points for a heat, the points will be added together and divided by 2. (For example, if there is a tie for 2nd & 3rd place, add 5 points + 6 points / 2 = 5.5 points each.)

One (1) extra point is awarded to break the starting beam (per run, to a max. of 4 points per class per event). A vehicle must attempt to run in the pit to qualify for any points. One (1) extra point is awarded for breaking finish beam. Points are not awarded to non-members.

Any competitor found to be running illegal will forfeit all points acquired during current race year and be fined the amount of any race payouts won. Fines must be paid back to CMRO prior to the competitor competing in the next high class for the remainder of the race year, if the vehicle meets the standard of the lower class the next year, the competitor shall be allowed to race in the lower class again.

Prizes are awarded at year-end for 1st, 2nd, and 3rd place in each class: Street Stock, Mod Stock, Pro Stock, Super Stock, Pro Modified, Super Modified, and Open Mud.

Tie Breaker:

If there is a tie for 1st, 2nd or 3rd for any title, the following will determine the champion:

Most 1st place finishes for the season.

Most 2nd place finishes for the season.

Most 3rd place finishes for the season.

GENERAL RULES

1. Open Mud Class, Diesel Class, Street Stock and Mod Stock vehicles must have seat belts. Pro Stock must have a 4-point seatbelt or have original seatbelts. Super Stock, Pro Modified, and Super-Mod classes must have 4-point seatbelt.
2. CSA approved helmets and seatbelts must be worn during competition and pullout, and drivers must be clothed from wrist to toe.
3. All drivers of alcohol and nitrous powered vehicles must wear a minimum SFI single layer race suit, or a safety equivalent suit to accommodate larger size racers.
4. Co-drivers (passengers) must have the same equipment and follow the same rules as drivers AND ONLY ALLOWED IN DIESEL CLASS, STREET STOCK, MOD STOCK AND PRO-STOCK CLASSES. No passengers are allowed to ride in the top 3 classes or Open Mud Class, unless the vehicle in Open Mud class normally falls in either the Diesel Class, Street Stock, Mod Stock or Pro-Stock class. This is at the discretion of the Rule / Safety Committee.
5. A minimum 2.5lb dry chemical fire extinguisher mounted for easy access is required in all classes. An on board 5lb fire system is required on all alcohol burning or blown (supercharged) vehicles.
6. Batteries must be secured and are NOT allowed in the driver's compartment unless they are completely enclosed and vented, or are a dry cell battery.
7. No fuel lines, fuel pumps or fuel pressure gauge lines are permitted in the driver's compartment, unless OEM or NHRA approved gauges have been installed.
8. Nitrous Oxide may be in the driver's compartment if properly mounted and vented to the outside of the driver's compartment.

9. All competing vehicles must have a hard top or OEM roll cage. All open top vehicles and vehicles in Pro Modified and Super Modified must have a minimum 6-point roll cage (attached to the frame). Roll cage must be competition roll cage consisting of 1 5/8"x 0.95 wall thickness mild steel tubing or 1 5/8"x.065 wall thickness 4130 chrome molly tubing for the main 6-point cage structure. Any vehicle with a roll cage built prior to 11/09/96 will be accepted pending Safety Committee approval.

10. Super stock must run full production cab and windshield, unless it has an approved roll cage. If any gutting of cab interior, vehicles in Super Stock must run a roll cage of the same standard as Pro Modified and Super Modified. If any gutting of cab interior, interior gutting must be kept to a minimum in street stock, mod stock and pro stock. .

11. All competing vehicles must have a windshield or a piece of lexan in front of the driver, or the driver must wear goggles.

12. All vehicles must have adequate tow hooks with 2 points of attachment for towing.

13. All classes, except Street Stock and Mod Stock must have transmission and clutch shatter shields (1/4" aluminum, or 1/8"), transmission blanket, or 1/2" minimum conveyor belt.

14. All u-joints must have a 360degree guard around (2" min. with, steel 1/16" or aluminum 1/8") excluding street stock and mod stock.

15. Drive shafts must have a driveshaft loop every 24" or minimum 1 per shaft at the front of the shaft. Loop must be made of 3/8" round steel or 1/2" round aluminum or equivalent, excluding Street Stock and Mod Stock.

16. All vehicles must have functional brakes and steering system.

17. All vehicles with engine driven fan blades are required to have a fan shroud.

18. No loose objects are permitted in the vehicle during competition.

19. All vehicles must have fuel tanks or fuel cells properly mounted inside the confines of the frame / roll cage and outside of driver's compartment.

20. All Super charged vehicles are required to use aluminum blower studs and have NHRA approved blower restraints. Blower belt shields are required.

21. All competing vehicles must be equipped with full floor pan under the driver's compartment and a firewall between the driver and the engine(s). These must be a minimum thickness of 0.06" and must be constructed of sheet metal or aluminum. Vehicles built before rule change requires OEM.

22. Nitro Methane is prohibited in all classes.

23. All Super Stock, Pro Modified and Super Modified vehicles must have a kill switch mounted on the back of the vehicle clearly visible and accessible location. The switch must kill ALL power in the vehicle.

24. If no neutral safety switch is used, a person must be in control of the vehicle.

25. All vehicles that have children as passengers are required to have a roll cage. Young children must be in a containment seat (within the manufacturers recommendations). This is at the discretion of the Tech/Safety Committee.

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RULES ARE SUBJECT TO CHANGE ONLY IF IT IS DEEMED NECESSARY DUE
TO AN OVERSIGHT THAT MAY GIVE A PARTICIPANT OR COMPETITION
VEHICLE AN UNFAIR ADVANTAGE OVER THE MAJORITY OF OTHERS IN
THE CLASS WHICH IS DECIDED BY THE RULES COMMITTEE AND ARE
FINAL.

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The CMRO or any of its members are not responsible for errors or omissions.
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CLASS DESCRIPTIONS:

OPEN MUD CLASS

Open to any vehicle regardless of horse power, tires or frame set up. Vehicle must be safe to operate AND be equipped with all of the safety components required for the CMRO class that it would normally fall in. Tech Committee has final decision regarding whether or not the vehicle is safe to operate.

STREET STOCK

- Factory production vehicles
- Power train must fit year, make, model of that truck
- Interiors must be left untouched
- Factory engines for that series of trucks
- Max 3 exterior engine bolt-ons
- No internal engine work or porting
- Must make 20" of vacuum at 1500rpm
- Truck must remain street legal with exception that open exhaust is allowed (does not have to be registered but should be "able" to be).
- No upright exhaust (must exit under or behind cab)
- No traction devices
- DOT tires, NO CUTS

MOD STOCK

- Factory body and frame – truck line
- Post 2000 Turbo Diesels allowed with performance chip, no nitrous
- Brand matched engine and transmission
- Big blocks Cast Iron Block, cast iron head (does not have to be truck-line). Factory available stroke
- Small blocks can run strokers. MUST RETAIN CAST IRON BLOCK AND HEADS
- Open headers allowed. No upright exhaust (must exit under or behind cab).

- No roller cams unless said engine came with them and must remain hydraulic
- Stall converters allowed
- NO TRANS BRAKE
- Single carb – square bore flange – no dominators
- Factory glass – front, side and rear
- No gutting of interior – minimal altering for cage allowed
- Factory steering components
- Factory type suspension
- One Axle anti-wrap device allowed per wheel any length
- No body alterations or deletions – must all be intact – bumpers, grills, lights, etc.
- DOT tires – no size limit – no cuts
- Driveline guards recommended but not mandatory
- Must make 15 inches of vacuum at 1500rpm at adequate Port for Manifold Vacuum
- Note – if truck came with factory aluminum parts, it is allowed
- Functional flatbeds, mounted with cross-members, in ALL original mounting points, same width of cab and must be able to support a load

Rule/Safety Committee may do random testing at any time.

PRO STOCK

- Engine: No restrictions EXCEPT the following:
No aftermarket blowers (super chargers) or aftermarket turbos.
Limited to one carburetor or mixer. Factory fuel injection allowed.
- Suspension: No limits to combined body-lift/ suspension lift.
Must have factory-type suspension for that make and model. No three or four link suspension kits. All sheet metal lights.

One axle anti-wrap device per wheel. Must be safe to operate and pass inspection.
- Tires: Any size D.O.T. tire allowed. No cuts!
- Fuel: Gas, Diesel or propane only.
- Exhaust: Upright headers allowed.
- Seatbelts: 4- point harness recommended, factory seatbelts acceptable, but must include shoulder belt.

- U Joint enclosures trans blanket
- Frame and body for that make and model with full production metal or functional flatbeds must be width of cab and length of frame (modifying cab is permitted only for roll cage installation).
- MUST HAVE transfer case. No chain drives, after market transfer cases are allowed.
- Diesels must meet all chassis regulations but unlimited engine

SUPER STOCK

- Engine: No restrictions EXCEPT the following:
 No blowers (superchargers)
 Alcohol injected allowed.
 Only single system nitrous
 Single turbo permitted
- Suspension: No limits to combined body/ suspension lift. Must be safe operating and pass inspection.
- Tires: No Paddles, must be D.O.T tires, cuts allowed
- Fuel: No restrictions; Nitro Methane is prohibited in all classes
 Exhaust: No Restrictions.
 Diesels: No Restrictions.
- Body: Must be factory production body. Body must be full length and width of cab and hood. Fiberglass bodies allowed if they are OEM replacement (no light weight racebodies). Factory production frame.
- Frame: Must remain at original width.

-Must have at least a 6-point roll cage (see (General Rules) unless full production cab, cab and windshield and must be fully intact.

PRO MODIFIED

- Engine: Fuel injection, alcohol injection and dual carbs are allowed. No multi-stage nitrous inductions. Up to a 871 blower over driven to a max of 20%. 1 set of nozzles or plate is one stage
 Single turbos are permitted
- Suspension: No limits to combined body/ suspension lift. Must be safe to operate and pass inspection.
- Tires: No paddles, cuts permitted
- Fuel: No restrictions; Nitro Methane is prohibited in all classes
- Body & Exhaust: No restrictions.

-Must have at least a 6-point roll cage (see General Rules).

-Must have an outside battery kill switch (see General Rules).

SUPER MODIFIED:

- Engine(s): No restrictions.
 Suspension: No restrictions.
 Tires: No restrictions.

Fuel: No restrictions:
EXHAUST No restrictions.
Body: No restrictions.

- Must have at least a 6-point roll cage(see General Rules).
 - 2 wheel drive allowed in Super Mod
 - Must have an outside battery kill switch (see General Rules).
 - Anything goes as long as it is safe to operate and passes technical inspection.
- no nitro methane

MUST FOLLOW ALL GENERAL RULES.

PROTESTS

Protests and/or complaints against a competitor, competitors run, etc. must be filed on a Protest form and signed by the protestor and by the pit official before the next class runs in the pit.

Any contestant who feels that another contestant's vehicle is illegal may protest that vehicle. A protest form must be filed with a \$400.00 cash deposit. Protests will happen Saturday, with tear down being done by Saturday night. This way the competitor will have their points for Saturday and if legal, be ready to race on Sunday. If the vehicle is legal, the deposit will forfeit, and tear down will put back to original condition. If the vehicle is illegal, the protestor will be refunded their deposit and the tear down does not have to be put back together. The illegal vehicle loses points and moneys earned Saturday and all points from previous races.

Any competitor refusing a tear down will automatically be ruled to be running illegal.

Any competitor found to be running illegal will be banned from competition at any CMRO sanctioned event for one calendar year from the date of the infraction.

Head pit officials are the people in charge of the pit personnel. During the event itself, these officials will be people with authority to suspend or disqualify a driver or vehicle from competition. The decision of the official on any point in question will be final. Any protests or complaints must go to the Rules Committee. Pit officials may call upon the CMRO Executive for a decision regarding any protest. If the Rule Committee is called on any point in question, their decision will be final.

THE CANADIAN MUD RACING ORGANIZATION IS DEDICATED TO THE SAFETY OF EVERYONE INVOLVED IN THE SPORT OF MUD RACING FROM THE COMPETITOR TO THE SPECTATOR.

MEMBERSHIP

- A fee of \$60.00 will be paid to the CMRO. This membership is good for one full year (year cycle is from fall meeting until next fall meeting).

- Membership ensures that the vehicle is registered with the Organization and that points will be kept for the vehicle according to placing at sanctioned events.
- Membership also enables the member to vote on issues brought up at CMRO meetings and at events that require member decisions. Voting is restricted to one vote per paid membership as to the general needs of CMRO; however, voting rights pertaining to racing details is permitted only to paid members who are active race members holding their own membership.
- Membership also includes free admission and camping at any CMRO sanctioned event.
- Each membership is good for the paid member, a pit pass for one adult of the member's choice, and the member's children under the age of 18.
- Membership deadline will be one week before the third race unless you show up at a race with a race car, *or at executive discretion.*

Contacts:

President:	Chris Keating	780-573-5023
1st Vice:	Greg Wickenheiser	306-536-3838
2nd Vice:	Steve Savage	(587) 217-0811
Secretary:	Jamie Savage	(639) 536-1744
Treasurer:	Tammy Richard	780-404-1006

Tech Committee:

Steve Savage
 Barrett Bishop
 Rick Reddecliff
 Will Moccasin
 Sheldon Wessing
 Taylor Jackson
 Charlie Smith
 Dallas Horton
 Ryan LaGreca
 Trevor Rehaluk
 Don Wescott
 Norm Neigum
 Chad Buhler
 Shaun Mcleod
 Rick Simmonds

Lifetime Members: Len & Pam Reganwetter, Wayne Benson, Norm Neigum.