

2018 Championship Mud Racing (CMR) Rulebook



Updated 01/01/2018

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Introduction

The Championship Mud Racing Rules are written to provide safe, competitive, and economical off road racing events.

CMR sanctions off road races as a competitive professionally officiated event, while following the Rules of Championship Mud Racing. Improvements in rule administration or clarification cannot be accomplished through individual challenges of the rules or administration procedure. A joint effort of the owners, drivers, fans, promoter, members and Championship Mud Racing Series personnel will improve the quality of race operations and supervision. It is the total responsibility of each participating competitor to insure that their actions and equipment are in accordance with all designated Championship Mud Racing Rules, as they may be clarified from time to time. The publication and compliance of the Championship Mud Racing Rules does not guarantee, warrant or imply safety to members or non-members using this publication. The Rules of Championship Mud Racing are a guideline for the competitor or participant of off road racing. Acceptance and application of the Championship Mud Racing Rules are in no way a guarantee against injury or death to any participant, spectator, competitor or others.

CMR Terminology

A. CMR - Championship Mud Racing

B. Member - An individual or entity that has made proper application, paid proper fees, and followed all membership application rules in the CMR rules, and has written proof of acceptance. Upon expiration, suspension or termination the individual or entity is no longer a Member.

C. Event - A CMR off road motor sport event, media activities, pre and post inspection, registration, and postponed dates due to inclement conditions or any other uncontrolled circumstance.

D. Promoter - Any individual, partnership, joint venture, corporation or any other type of legal entity that has a binding sanctioning promoter contract with CMR and is totally responsible for, but not limited to, safety of the facility, finances, availability of the race facility, insurance of the race facility, advertising of the event, and other race related activities of the Event.

E. Competitor/Driver - An ATV/RUV owner, driver, crewmember, mechanic or any other person assigned to or a member of a team that participates in a CMR sanctioned event.

F. CMR Officials - Any person holding a current CMR registration, appointed by the Promoter or CMR to officiate as an employee or independent contractor at any CMR sanctioned event.

G. CMR Supervisory Officials - Individuals appointed, as officers, employees, independent contractors, or agents of CMR. Additions and subtractions may be made to the Supervisory Officials by proper notification in a CMR Press Release.

H. O.E.M. - Original Equipment Manufacturer

I. Race ATV/RUV -An ATV/RUV that fits the rule specifications as set forth in the CMR Rule Book.

J. Flagman - Person so appointed by the Promoter or CMR official that is responsible for the start and finish of each race. This individual will be under the direction of a CMR Official.

K. Contingency -A contractual agreement made with a manufacturer, company, individual or other entity by CMR to provide certain cash or product rewards to competitors that use such individuals' products.

Qualifications include the placement of identifying decals on the designated area of the front fender, both side panels, of the competitor's race vehicle. It is the Driver's sole responsibility to complete and submit both pre and post race contingency forms to designated CMR contingency administrator. The competitor must finish the event to take part in the contingency programs. Decals will be provided by the entity and are the responsibility of the driver to obtain and place in the proper position on the race vehicle.

L. CMR Administrator - A CMR appointee, appointed for the purpose of hearing competitor appeals.

M. Rookie Status - If this is your first calendar year competing in the CMR sanctioned race series.

N. CMR Race Committee- Will consist of 3 board members that are "**Competitor/Driver**". Role will consist of adopting CMR rules and amendments. Also assist the CMR manager in operations of the race series.

SECTION 1 – CMR Rules

1-1 - Effective Date

The CMR rules are effective upon the date of publication by CMR, regardless of when a Competitor receives actual notice of rules. Date of Publication is the earliest release from CMR Headquarters. **CMR Rules will be reviewed and adopted by CMR Manager and CMR Race Committee members.**

1-2 - Amendment

CMR rules may only be amended by publication of an amendment in a CMR Press Release issued by CMR Headquarters pursuant to the authority of the President of CMR **and reviewed/adopted upon by CMR Race Committee.** An amendment is effective upon the date of publication by CMR regardless of when a Member receives such notice of amendment.

1-3 Applicability

The CMR Rule Book as applicable to all CMR sanctioned Events.

1.4 Interpretation and Application

The CMR Official's interpretation, clarification or application will prevail upon disagreement or dispute regarding the meaning or application of the CMR Rules. Notwithstanding the foregoing or any other provision in the CMR Rule Book, CMR may review an interpretation, clarification or application of the Rules where the CMR Official deems such review to be necessary.

1-5 Finality of Interpretation and Application

The Interpretation, clarification or application of the CMR Rules by the CMR Officials at the track (or by CMR when conducting a review provided by subpart 1-4) shall be final and non-appealable, except as provided in SECTION 12 and 13 below. In order to promote ATV and RUV racing, to provide prompt and final competition results. ALL CMR MEMBERS, AGREE THAT DETERMINATIONS BY CMR OFFICIALS, AS TO THE APPLICABILITY, CLARIFICATION AND INTERPRETATION OF THE CMR RULES ARE NON-LITIGATABLE, AND THEY AGREE THAT THEY WILL NOT INITIATE OR PURSUE LITIGATION OF ANY KIND AGAINST CMR OR ANYONE ACTING ON BEHALF OF CMR, TO REVERSE OR MODIFY SUCH DETERMINATIONS OR TO RECOVER DAMAGES OR TO SEEK ANY OTHER KIND OF RELIEF ALLEGEDLY INCURRED OR REQUIRED AS A RESULT OF SUCH DETERMINATION, UNLESS CMR OFFICIALS

MADE SUCH DETERMINATIONS FOR NO PURPOSE OTHER THAN A BAD FAITH INTENT TO HARM OR CAUSE ECONOMIC LOSS TO THE MEMBER COMPETITOR OR OFFICIAL. IF A MEMBER, COMPETITOR OR OFFICIAL INITIATES OR MAINTAINS LITIGATION IN VIOLATION OF THIS COVENANT, THAT MEMBER, COMPETITOR OR OFFICIAL AGREES TO REIMBURSE CMR FOR THE COSTS OF SUCH LITIGATION, INCLUDING ATTORNEYS FEES. MEMBER, COMPETITOR, OR OFFICIAL FURTHER AGREES THAT IF ANY LITIGATION BROUGHT AGAINST CMR FOR ANY REASON, THE MATTER WILL BE TRIED BEFORE A JUDGE OF COMPETENT JURISDICTION AND HEREBY WAIVES ANY RIGHT TO TRIAL BY JURY IN SUCH ACTION.

1-6 Principal Rule of Interpretation, Clarification or Application

The CMR Rules are intended to ensure that CMR sanctioned Events are conducted in a manner that is fair to all Competitors, consistent with prompt finality in competition results. Circumstances may be presented that are unusual, in which strict application of the CMR Rules may not achieve this goal. In such rare circumstances, CMR, may make a determination regarding the operation of the race, the eligibility of a Competitor, or similar circumstance that are NOT consistent with the CMR Rules, in order to achieve this goal. Such determinations are reviewable by CMR as contemplated in subpart 1-4 above. All such determinations are subject to the finality rules in subpart 1-5 above.

1-7 Special Rules

Extraordinary circumstances or conditions, regarding an event, member or competitor will necessitate the application of special rules as determined and applied by CMR. Such special rules must apply to the event and be properly published or announced prior to the event, by means of press release, website, email, pre-race meeting or phone/fax.

SECTION 2 – Membership

2-1 Eligibility

CMR will accept as a CMR Member, any individual or business entity interested in off road mud racing, so long as the individual or business entity has properly and truthfully

completed and filed a membership application, agrees to abide by the CMR rules, and paid the fee(s) requested for membership.

Participation or involvement of a Member or applicant in activities or actions detrimental to off road racing or CMR, whether in the course of racing or not, and whether the applicant was a Member or applicant at the time of such conduct, may result in rejection of a membership and membership application. CMR reserves the right to reject the application of an otherwise qualified applicant in the interest of off road racing or CMR. Any person or entity whose application has been rejected may appeal to the Championship Mud Race Headquarters via phone, fax, or written correspondence (see Introduction-Section F).

2-2 Application Process

Application for membership may be obtained from CMR Headquarters. Applications, upon completion, must be returned to CMR Headquarters, which is the only CMR office authorized to issue membership. Membership application forms must be fully executed, signed by the applicant and accompanied by the required fee. Event Sponsors, contingency providers and special awards providers will be provided with a specified number of memberships without fee. Application for membership must be completely executed by all entities regardless of fee. The mere acceptance of a CMR membership application form and fee by a CMR Official does not constitute the issuance of, or approval by CMR of such an application for CMR membership. CMR Headquarters will advise applicants in writing whether their application for membership has been approved.

2-3 Independent Contractor Status

All CMR Members acting in their capacity as such are and shall be independent contractors and not agents, servants, or employees of CMR. CMR Members shall use their own methods in performing their duties in accordance with the CMR Rules, as they may be amended from time to time. It shall be the Member's obligation to furnish any tools, supplies or materials, which they deem necessary to perform their duties. The Member shall be responsible for compensating and shall be responsible for all action of their employees or agents. The Member assumes and takes full responsibility for reporting and paying to the appropriate authorities all charges, premiums and taxes, if any, due or payable on any funds the Member may receive as a result of their duties and/or activities as a CMR Member, including but not limited to, social security taxes,

unemployment insurance taxes, compensation insurance, income taxes and withholding taxes.

2-4 Suspension

CMR may suspend a membership for a definite or indefinite period of time in the interest of off road mud racing or CMR. The affected Member may appeal such suspension to the Championship Mud Racing Headquarters.

2-5 Voluntary Termination

A Member may discontinue their membership at any time by surrendering their membership, accompanied by a letter of resignation, to Championship Mud Racing Headquarters.

2-6 Involuntary Termination

CMR may terminate a membership at any time in the interest of off road racing or CMR. The affected Member may appeal such termination to the Championship Mud Racing Headquarters.

2-7 Expiration

Membership expires automatically on the last day of the calendar year in which the registration is issued.

SECTION 3 – Registration

3-1 Eligibility

Any person or business entity that is a Member in good standing is eligible to receive a CMR registration authorizing the Member to participate in a CMR sanctioned Event, if the Member has properly filed a registration application and meets the required qualifications for the registration. CMR may reject any registration application in the interest of off road mud racing or CMR. Any person or business entity whose application has been rejected can appeal such action to Championship Mud Racing Headquarters. All listed CMR license fees are payable to CMR.

3-2 License Required

Every CMR competitor who desires to participate in a CMR sanctioned Event as a driver or CMR Official, must apply for, receive, and possess a valid, current CMR registration authorizing participation in that capacity. All CMR Registered members who are participating in a CMR event must have their registration in full display at all times.

3-3 Application Process

Application forms for a CMR registration may be obtained from CMR Headquarters or www.championshipmudracing.com. They must be submitted to CMR Headquarters, which is solely responsible for issuing such registration. Registration application forms must be fully executed, signed by the applicant, and accompanied by the requisite fee. The mere acceptance of a CMR registration application form and fee by a CMR Official does not constitute the issuance of or approval by CMR of such an application for a CMR license. CMR Headquarters will notify applicant of registration approval.

3-4 Minors

If the license applicant is a minor under the laws of his or her state of residence, the applicant must also submit, with his or her application, a fully executed and signed Minor's Release. The Minor's Release must be signed by the applicant's natural father AND mother or by a court appointed legal guardian. CMR has the right, but not the obligation, to approve the application of any applicant less than 18 years of age.

3-5 Non-Transferable Licenses

A CMR registration is non-transferable and non-assignable. Only the Member to whom it is issued may use it. If a registered member intentionally or unintentionally transfers, assigns or otherwise permits another person or entity to use or attempt to use the registered member's registration, then the registered member shall be subject to disciplinary action and shall indemnify and hold harmless CMR from any loss or expense incurred by CMR as a result.

3-6 CMR Driver Competitor Registration Requirements

Class 1 Registration- **\$30.00**

Additional Race Unit Registration-**\$20.00**

To secure and maintain a CMR Competitor registration as a race driver, a CMR Member must:

- 1. Be at least 16 years of age.** Youth Class requires release form signed by legal guardian or parent. Said parent or Guardian must be present during CMR events.
2. If required by CMR Officials, submit to and pass driving ability tests conducted by and at the discretion of CMR Officials, whose decision as to the applicant's driving ability is final and binding on the applicant.
3. Be physically fit in the sole discretion of CMR. In this regard, CMR may require a competitor or the applicant to submit to and pass a physical examination by a qualified physician at the applicant's expense.
4. Must execute and deliver to CMR such authorizations, releases, applications, consents, waivers and other documents as may be required by CMR.

3-9 CMR Officials Registration Requirements

No Fee.

To secure a license as a CMR Official, an individual must:

- A. Be at least 16 years of age.
- B. Possess, in the opinion of CMR interviewing Official, the necessary qualifications and abilities to carry out the duties of a CMR Official.
- C. Be physically fit to perform the duties of a CMR Official. The applicant must submit to and pass a physical examination by a qualified physician when it is deemed necessary by CMR at the applicant's expense.

3-10 Use of CMR Registration

- A. All CMR registration holders, upon request, when signing in for any Event, must present their CMR registration to the CMR Officials.
- B. Registration must also be presented upon request when drivers receive prize money at
- C. The registration of a Competitor suspended at any time for any reason, must be promptly forwarded to CMR Headquarters. If the Competitor fails to do so, the license shall be inoperative and invalid until the lifting of the suspension. CMR Headquarters will return the license upon lifting of the suspension.

3-11 Suspension

CMR may suspend a license for a definite or indefinite period of time or for all or specified CMR sanctioned Events or tracks, in the interest of off road racing or CMR. The affected Member may appeal such a suspension to CMR Headquarters.

3-12 Voluntary Termination

A competitor may discontinue his or her registration at any time by surrendering his or her registration, accompanied by a letter of resignation, to CMR Headquarters.

3-13 Involuntary Termination

CMR may terminate a registration at any time in the interest of off road racing or CMR. The licensee may appeal such termination to CMR Headquarters.

3-14 Expiration

A registration expires automatically on the last day of the calendar year in which the license is issued.

3-15 Ejection

A CMR Official may eject a licensed Competitor from an Event or from the racing premises in an emergency situation or to promote the orderly conduct of the Event. An ejection is final, non-appealable, and non-reviewable, except as provided in PART 1-4.

3-16 Interim Review of Competitor Qualifications

CMR Officials may review the qualifications of any license holder at any time. CMR may request retesting or evaluation of a license holder to verify the qualifications of the license holder.

SECTION 4 – Injury Reports

4-1 Reporting of Injury

A. Any Member involved in an accident while on the racing premises must report to a CMR Administration Official before leaving the premises. If such member is unable to

make such report, a representative of the injured Member must inform CMR Administration Officials of the injury.

B. If a driver loses consciousness at anytime during an Event, the driver cannot compete for at least seven (7) days and/or must be cleared, in writing, by a qualified physician.

SECTION 5 – Sanctioned Events

5-1 Definition of a CMR event

A CMR sanctioned Event is an Event that CMR has agreed in writing to sanction, in an applicable, fully executed Sanction Agreement Form that is in effect at the time of the Event, and has not been canceled or rescinded by CMR.

5-2 Eligibility

In order to be eligible for a CMR sanction for an Event or series of Events, a Promoter must submit a fully executed Sanction Application. Only CMR Headquarters on the appropriate form issues a CMR sanctioning, after approval by CMR. The issuance of a sanction for a specific Event does not obligate the Promoter, or CMR, to enter into a sanction agreement, or to issue a sanction, for any future Event(s).

5-3 Participants

Only individuals holding a current, valid CMR registration are eligible or authorized to participate and receive CMR sanctioned Event Points(s).

5-4 Event Changes

All changes relating to a race program, including multiple racers in one heat, time of events, postponement of events, off road racing contest, during an Event, must be approved by CMR.

5-5 Security and Substance Abuse

The use of any stimulants, depressants or tranquilizers, including but not limited to alcoholic beverages, narcotics, etc., during an Event is prohibited, and is the sole responsibility of the Promoter to provide sufficient security personnel at all times during a Race Event to enforce this provision. Failure of the Promoter to provide sufficient

security personnel may result in the termination by CMR of the sanction and the refusal by CMR to approve future sanction applications.

SECTION 6 – Safety

6-1 Assumption of Risk

Off road racing is an inherently dangerous sport. Each Competitor assumes that risk when he or she participates in an Event. While everyone involved, off road racing owners, drivers, crew members, officials, promoters, promoter personnel and CMR, can take, and have taken, measures to reduce the risk of serious injury, the risk cannot be eliminated and, in fact, will always be present at a high level. Members are required to advise their spouses and next of kin, if any. Although safety is a concern, by virtue of its limited role in the conduct of any Event, CMR cannot be, and is not responsible, for all or even most aspects of the safety effort. That responsibility instead rests with the various participants in the Event(s) as follows:

A. Promoter -The Promoter is directly and finally responsible to ensure that the racing facilities are adequate for the Event; that adequate safety personnel and equipment are provided for each Event, both for the purpose of preventing injury where reasonably possible and responding to injury when it occurs; and that the conditions at the racing facility are maintained in a reasonable manner to reduce the risk of injury.

B. CMR -Employees and representatives of CMR, when they are present at an Event, will inform the Promoter of any inadequacies in the facilities, safety personnel, and equipment, or other conditions at the track that they observe and consider, in their best judgment, to be inconsistent with the interest of safety. CMR employees and representatives do not make any representations or warranties of safety to any Competitor or other person. As a result, CMR, cannot and does not take responsibility to ensure the adequacy, for purposes of safety, of the racing facility, safety personnel or equipment, or conditions at the course. The Promoter (see above) and the Competitors (see below) are solely and ultimately responsible for such matters at CMR off road racing Events.

C. Competitors - All Competitors are obligated to inspect the racing facilities, safety personnel and equipment, and conditions at the track on a continuing basis before, during, and after the Event. Since the competitors are closer to the racing facilities, safety personnel and equipment, and conditions at the track on a continuous basis throughout the Event than CMR Officials or the Promoter, it is their obligation to inspect, observe and report to the Promoter promptly any inadequacy in the facilities, personnel, equipment or conditions at the track. Competitors also are solely and directly responsible for the safety necessary to perform their duties as a driver, owner, or crewmember. This includes activities involving all race equipment, race vehicle, and support equipment to ensure minimum amount of risk or injury to themselves and others. NEITHER CMR NOR THE PROMOTER CAN OR WILL BE RESPONSIBLE FOR THE ADEQUACY OF A COMPETITOR'S OFF ROAD RACE VEHICLE, RACING EQUIPMENT OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE.

D. CMR Officials - In the CMR series, CMR Officials are sometimes independent contractors, often employed by the Promoter in other capacities. Those officials, in the exercise of their independent judgment, should report promptly to the Promoter any observed safety inadequacies in the racing facilities, safety personnel and equipment, and conditions at the track. In addition, if a CMR Official observes any safety inadequacies in a Competitor's off road racing equipment, or conduct, the Official may take whatever action is deemed reasonable and appropriate in order to correct such inadequacy. Such action may include, but is not limited to, physical examinations, medical determinations, and driver ability or experience tests. The Competitor is obligated to follow the Official's directives. Since some CMR Officials are sometimes independent contractors and because some CMR Officials are not always present at Events, CMR IS NOT RESPONSIBLE FOR THE ACTIONS OR INACTIONS OF ANY CMR OFFICIAL AS IT PERTAINS TO SAFETY.

SECTION 7 – Entries

7-1 Entry Requirements

A. In order to compete in a CMR sanctioned Event, a Licensed Competitor must submit and have an approved entry, in the form required by CMR, for the Event. No telephone entries will be accepted. CMR publishes the sole Official Entry Blank for all Events. For

purposes of this Section, "Official Entry Blank" refers to the form of entry required by CMR for Members to officially enter a CMR sanctioned Event.

B. It is the responsibility of the Member to obtain the appropriate entry form, and to ascertain and abide by all applicable deadlines and instructions. The mailing of such forms to Competitors does not relieve them of this responsibility.

C. Members must complete the Official Entry Blank for the Event in full and submit it to the CMR Headquarters (as specified on the Official Entry Blank) by the deadline listed thereon or bring it to the race course.

7-2 Competitor Obligations - Agreements and Releases

A. A CMR sanctioned Event is a competitive motor racing event, which is intended to be conducted and officiated in accordance with this Rule Book, as it may be amended from time to time, any special rules that may be published by CMR specifically for the Event, and any applicable agreement to which CMR is a party. BY SUBMITTING AN ENTRY APPLICATION AND/OR TAKING PART IN ANY RELATING TO THE EVENT, A COMPETITOR AGREES TO ABIDE BY THE DECISIONS OF CMR OFFICIALS AND PROMOTER OFFICIALS, RELATING TO THE EVENT OR ANY MATTERS ARISING OUT OF THE EVENT, AND AGREES THAT SUCH DECISIONS ARE FINAL, NON-APPEALABLE AND NON LITIGATABLE, EXCEPT AS PROVIDED IN SECTION 12, 13 AND 14 OF THIS RULE BOOK. SUCH COMPETITOR FURTHER AGREES TO INSPECT THE RACING AREA TO INSURE THAT IT IS IN SAFE, RACEABLE AND USABLE CONDITION, AND THAT THE COMPETITOR VOLUNTARILY ASSUMES THE RISK OF, AND HAS NO CLAIM FOR DAMAGES AGAINST CMR, PROMOTER OR THEIR OFFICERS, DIRECTORS, SHAREHOLDERS, OFFICIALS, AGENTS OR EMPLOYEES BY REASON OF DAMAGE TO THE OFF ROAD RACE VEHICLE, THE DRIVER, PIT CREW OR ANY OTHER PERSON. ALL COMPETITORS ASSUME FULL RESPONSIBILITY FOR ANY AND ALL INJURIES SUSTAINED, INCLUDING DEATH AND PROPERTY DAMAGE, ANYTIME THEY ARE IN THE RACING AREAS OR EN-ROUTE THERETO OR THEREFROM. COMPETITOR ACKNOWLEDGES THAT

COMPETITOR UNDERSTANDS THE RISK OF SERIOUS INJURY OR DEATH, WHICH MAY RESULT FROM RACING, AND THAT COMPETITOR SOLELY ASSUMES ALL SUCH RISKS.

B. When a Competitor submits an Official Entry Blank or informs a Promoter or CMR that the Competitor will attempt to compete in an Event, and the entry is accepted, the Competitor becomes obligated to attempt to compete in the Event.

C. If a Competitor participates in a CMR sanctioned Event without having properly submitted a fully executed Official Entry Blank, the Competitor nevertheless is subject to all CMR rules, amendments and special rules, as well as all statements, releases and obligations appearing in the Official Entry Blank, as if he or she had properly submitted a fully executed Official Entry Blank. Such Competitor will have no claims for damages and/or compensation of any kind for any advertising exploiting his or her name, picture or the picture of his or her race vehicle, or exploiting the achievements of any product used by the Competitor, relating to the Competitor's participation in the Event.

D. Only persons approved by CMR may enter the racing area. No Competitor may enter the racing areas, (mud pits, mud bog, mudda-cross or other race related areas) unless he or she has personally signed all required entry forms, waivers and release of liability forms, and pit permits, applicable to the particular Event. No person will sign at any time, for any reason, any entry form, waiver and release of liability form or pit permit for anyone other than themselves.

SECTION 8 – Inspection

8-1 Time and Manner

All off road race vehicles are subject to inspection by CMR, at any time in any manner determined by CMR Officials. All decisions by CMR Officials regarding the timing and manner of inspection, as well as which off road race vehicles will be inspected are final, non-appealable and non-reviewable except as provided in subsection 1-5

8-2 Inspection Area

Only those persons approved by CMR Officials may be admitted to the inspection area.

8-3 Vehicle Eligibility

CMR Officials will determine whether an off road racing vehicle meets the applicable specifications for an Event as set forth in the Rule Book, as it may, be amended from time to time, and any special rules published by CMR for an Event. Only off road racing vehicles determined to meet the applicable applications are eligible to compete in the Event.

8-4 Competitor Obligations

A Competitor must take whatever steps requested by CMR Officials, including tear down of the vehicle to facilitate inspection of the vehicle.

8-5 Inspection Prior to Race

If a CMR Official determines prior to the race or practice that the vehicle does not meet the applicable specifications, the vehicle will not be allowed to compete unless, in the discretion of the Official, the deficiency (1) will not adversely affect the orderly conduct of the race; (2) will not provide the Competitor with a significant competitive advantage over other Competitors; (3) and is so insubstantial as not to warrant a determination that the vehicle is ineligible to race. If the Official permits the vehicle to compete under these circumstances, the Official will apprise the Competitor in writing of the deficiency, and if the deficiency has not been corrected, the Series Technical Director may impose a penalty, and the vehicle will be prohibited from competing in any future Events.

SECTION 9 – Race Procedure

9-1 Race Procedure Defined

Race Procedure is the manner in which an Event is conducted. It includes, but is not limited to, determinations regarding the eligibility of vehicles for competition, qualifying procedure, the line-up or starting grid of the vehicles, the start of the race, the control of vehicles throughout the race by flags, lights, or other direct communication between CMR Officials and Competitors, the election to stop or delay a race, control of pit activity, flagging, the positioning of vehicles at any time, the assessment of lap and time penalties, and the completion of the race, CMR Officials are authorized to make such other determinations or take such other action as they determine to be necessary to

promote the best interest of off road racing, including but not limited to, fairness and prompt finality of competition results.

9-2 Finality of Race Procedure Decisions

All decisions by CMR Officials at the race course involving race procedures are final and may not be appealed- subject only to review by CMR Supervisory Officials if one (1) or more such Officials determine that extraordinary circumstances exist that require such review. In making such a determination, the interest of finality in competition results will be a principal consideration. Such action includes, but is not limited to, revising the official race results, imposing penalties (disqualifications, suspensions, and fines), or awarding or subtracting points. The Supervisory Official may alternatively elect to take no remedial action. All such decisions are final and may not be appealed (except the imposition of a penalty, as provided in Section 12).

9-3 Driver Responsibilities

Drivers, Racers and Competitors are required to represent themselves and their respective sponsors, teams and clubs in a way that should present the CMR, Promoter's and the public as well as any media attention in a positive, competitive and family friendly environment. Any Driver, Racer or Competitor reported or found not supporting this venture will be subject to imposing penalties, disqualifications, suspensions, fines and/or subtraction of points.

9-4 Race Start

CMR Competition begins on a lighted signal or green flag.

9-5 Cease Competition

Cease competition may occur for emergency or safety reasons. See section 10 for all flag rules.

9-6 Race Start/Finish Line

The race start/finish line is unique to each CMR sanctioned Event. The Official Event race start/finish line will be indicated at each Event. The indication of the Official start/finish line will be discussed at the pre race Competitors meetings.

9-7 Race Course Procedure

- A. If at any time the race vehicle gets off or out of the designated race track, the vehicle speed must be reduced significantly. The Competitor will be allowed to remain in current heat race and the vehicle must merge back into the race line safely without gain of time or position. If this action is repeated in the same heat race the competitor will be labeled as last place finisher of that heat race.
- B. Vehicles must race under their own power.
- C. If at any time the competition director feels a competitor is a hazard to the other competitors, the vehicle may be pulled from competition.
- D. Once a competitor's vehicle leaves the track at the Start/Finish line the vehicle will not be allowed to continue the heat race, the competitor's race is complete.

SECTION 10 – Flag Rules

10-1 General

CMR Officials will use light signals and flags, as set forth in this section, for the purpose of providing drivers with information. CMR Officials may use light signals in addition to or in lieu of flags, if the drivers are so informed prior to the race. If a driver is informed of a decision or event by CMR Officials in a manner other than by use of flags or light signals, then use of a flag or light signal in that situation is not necessary. The procedure for use of flags and or lights by CMR Officials may vary from individual Events.

10-2 Green Flag - Start of Race - Restarts

At the beginning of the race, all race vehicles must maintain position until the Official Starter displays the green flag. Flag used only if light signal malfunction.

10-3 Yellow Flag (Caution)

The yellow flag signifies caution. This flag will be given to the first race vehicle approaching the caution area. Once a caution is called by a CMR race official all race vehicles will maintain their race position and not be allowed to advance that position until the green flag racing is resumed. Vehicles should maintain slow speed as they leave race area. If the race is on the final white flag lap the CMR race official may chose to

finish the race under caution. If the race is not on the final white flag lap the heat may be restarted upon CMR race official's approval.

10-4 Red Flag (Race Stop)

The red flag means that the race must stop immediately, regardless of position of the race vehicle on the track. The red flag shall be used if, in the opinion of the CMR Officials, the track is unsafe to continue the race, or an emergency exist. **An example of this is if a racer competitor is ejected from the vehicle or the vehicle overturns. At this point the race official may choose the race to be stopped in place and once the competitors are recovered safely the racers are reset to the location at which they were located when the red flag was dropped. At this point the heat race will resume until completion.**

10-5 Black Flag

The CMR Official Flagman will show the black flag for a penalty to any racer that displays un-sportsman like conduct or attempts to intentionally cause harm to any other racer or racer's vehicle during the race. Driver may be disqualified for receiving the black flag. The black flag can be used at any point during the race.

10-6 White Flag (One (1) Lap to Go)

When the white flag is displayed, it means the leader has started his or her last lap. The white flag will only be shown at the official finish line by a CMR Official Flagman.

10-7 Checkered Flag (End of Race)

When a checkered flag is displayed, it means the race is completed. When the lead race vehicle has completed the required race distance or time, the race will be declared official regardless of any flag being displayed.

10-8 Flag Race Procedure

Any driver who does not obey the flag rules may incur a fine and/or lap or time penalty.

SECTION 11 – Flag Rules

11-1 Official Scoring

The CMR Official designated by CMR to be the Official Scorer for an Event is responsible for points and scoring the Event. The decisions of the Official Scorer, with respect to timing and scoring, are final unless the Official Scorer elects to request a recheck by CMR Headquarters or when the Official Scorer is asked by a driver and/or crew chief that have competed in the Event.

SECTION 12 – Violations and Disciplinary Actions

12-1 General Procedure

If a CMR Official observes, or is made aware of, an act or omission by a CMR Member that constitutes a violation of the CMR Rules or that is detrimental to off road racing or CMR and if the CMR Official determines that the act or omission is sufficiently serious to warrant the imposition of a penalty, the Official shall report the violation in written detail to the CMR Competition Director as soon as practicable, and shall recommend an appropriate penalty. The CMR Competition Director shall consider the report and shall conduct whatever additional inquiry the Director deems appropriate under the circumstances, which may include an oral or written explanation from the Member. After conducting the inquiry, the Competition Director shall determine whether disciplinary action is appropriate, and if so, what disciplinary action should be taken. The Member shall be informed of the determination, and if disciplinary action is imposed, the Competition Director shall issue a Penalty Notice to the Member specifying the violation, a brief statement of the circumstances of the violation, and the penalty imposed. If the member wishes to appeal the decision of the CMR Competition Director, the competitor shall make a written request for a hearing to CMR Headquarters within ten days of the issuance of the Penalty Notice. The request must be hand-delivered to CMR Headquarters, or postmarked for delivery to same, within the ten-day appeal period.

12-2 Emergency Action

If the act or omission of a Member is determined by a CMR Official to constitute a threat to the orderly conduct of the race, that Official may take temporary emergency action against the Member. Such emergency action may include ejection from the racing premises, suspension of membership and license, or any other action designed to remove the threat created by the Member. The consumption of alcoholic beverages, use of drugs before or during an Event, the use of illegal drugs at any time, fighting, inappropriate driving and failure to obey the black flag or any other directive of an official,

as examples of conduct warranting Emergency Action. The CMR Official shall report the Member's conduct, and Emergency Action taken to the Competition Director as soon as practicable.

12-3 Payment of Fines

Fines shall be paid to CMR Headquarters at P.O. Box 2177, Jacksonville, TX 75766 promptly after receipt of a Penalty Notice. Failure to pay promptly may result in suspension.

SECTION 13 – Payout Schedule – TBA

SECTION 14 – Prize Money

14-1 Establishment and Distribution of Prize Money

A. All Events shall be contested for a guaranteed finishing position (1, 2, 3) purse as set forth in the Event Promoter's schedule of payouts either in whole amounts or percentages.

CMR will not honor any pay out set by event promoter or park if the park or promoter decides not to pay.

B. CMR Members agree to abide by decisions of CMR or said Promoter in establishing the amount of prize money for each Event.

C. Prize money in all race competitions shall be payable to the designated entity. CMR Headquarters shall distribute prize money for CMR Championship Events Only to competitors.

D. Competitors may be required to complete appropriate tax forms in order to receive cash awards from Championship Mud Racing.

E. CMR Competitors are entitled to see programs of events and prize money distribution before any race or contest.

SECTION 15 – Event Payback

15-1 Establishment of Event Payback

A. Unless otherwise authorized by CMR, the cash race purse will be established by the Event Promoter or ATV Park for any competitions during the CMR events of said round. The CMR Championship purse will be paid directly from CMR Headquarters to the designated entity of the race driver, unless otherwise noted on file at CMR Headquarters, within ten (10) business days after the conclusion of the event. CMR will not honor any pay out set by event promoter or park if the park or promoter decides not to pay.

SECTION 16 – Points and Points Fund

16-1 Establishment and Eligibility for Points and Points Fund

- A. Series points fund will be established by CMR for each racing division. The CMR Championship point season will begin with the first sanctioned CMR event and conclude with the last CMR sanctioned event, unless otherwise authorized by CMR.
- B. The driver will be credited only with the points earned on the race vehicle in which he or she started the race, and the starting driver will be credited with all points earned by that race vehicle in that particular race (points follow the driver). Points will be awarded for official finishing positions only. A driver cannot receive points for more than one race vehicle in the race.
- C. The driver may substitute or change a race vehicle for any reason during the race season, but cannot change bikes once he has started a race for any reason.
- D. All drivers must officially register with CMR Administration during posted registration hour(s) at each event.
- E. In case of a tie for first place in year-end points, the tie will be broken by using the greatest number of first place finishes. If a tie still exists, seconds, thirds, etc. will be considered until the tie is broken. If a tie still exists, the driver establishing the first victory of the season will prevail. Any ties for second and lower will follow the same ruling as tie for first place finishes.
- F. Point fund money will be awarded at the CMR Championship Round usually held at the last CMR event of the season.
- G. Eligibility to participate in the points fund may be forfeited by any member violating CMR rules and regulations prior to the CMR Championship Round.

H. Even though an unofficial points championship may be declared before the last race of the season the points championship is not official until after the last race. Points or other penalties could affect the final outcome. Drivers are encouraged to compete even if the point's championship seems to be "locked" in their favor.

16-2 Administration of Points and Points Fund

A. CMR reserves the right to establish, maintains, compile, publish, and otherwise operate and award points, points funds, and trophies through the rules and regulations of CMR.

B. All CMR registration holders agree to abide by decisions of CMR Officials in establishing and administering the point's fund.

16-3 Drivers Points- Item Points

CMR Series Registration - 100 points

CMR Series Heat Victory – 40 points

CMR Series Heat Second place finish – 30 points

CMR Series Heat Third place finish – 20 points

CMR Series Heat Fourth place finish- 15 points (when applicable)

A. CMR points as described above are awarded based upon order of finish for all drivers, irrespective of number of entries in the class. First, second and third place points awarded in all heats.

B. Points awarded in all CMR Competition Classes.

C. CMR also to name first, second and third place over all points champion for CMR 2018.

D. The 2018 race series will consist of five races.

E. **UNDER NO CIRCUMSTANCES** will there be any consideration of a **DROP RACE**, all points gained will be added to the total season points, even if an additional race stop is added to the race series for 2018.

SECTION 17 – Safety Equipment

17-1 Jersey

- A. It is required that at all times drivers wear a CMR approved jersey.
- B. Motocross or equivalent long sleeve jersey.

17-2 Helmets

- A. It is required that helmets meet the specifications set forth in Federal Motor Vehicle Safety Standard Regulations or meet the specifications set forth by the American National Standards Institute, Inc.
- B. Must be Snell/DOT approved.
- C. Full face motocross style or street bike style helmets are required.

17-3 Eye Protection

- A. It is required that drivers wear eye protection in the form of ANSI Z87.1 approved protective glasses or goggles.
- B. Eye Protection required at starting line.

17-4 Gloves

Gloves are required when competing. MX style gloves or other DOT approved motor sport protective gloves.

17-5 Boots

MX boots, other boots, waders or chest waders covering the ankle must be worn during CMR events.

17-6 Pants

Racers may wear MX pants, or solid color racing pants. **No “blue jeans”.**

17-7 Kill Switch

All Race ATV's will be required to have a functional “Kill Switch” installed to the ignition system that will completely disable the bike when activated. The switch must be physically attached to the competitor during the race. Not Required on RUV's.

SECTION 18 – Competition Class Rules

Engine sizes based on Manufactures marketed units.

Example: 2006 Polaris 700 Sportsman 4x4 is a 683cc engine competing in the Bogger Class

1. Bogger Class

- A. 0-750+cc 2x4/4x4 ATV (Single cylinders only, size marketed as)
- B. All rubberized tires allowed. Custom cut of tires is allowed, but no material may be added to treads. No tracks allowed.
- C. Gasoline fuel only at any octane level. No alcohol, Nitrous Oxide Systems (NOS) or any other additives allowed.
- D. Up to 3” shock bracket lift or shock pipe lift.
- E. Factory frame, OEM a-arms and a-arm locations, swing arms and swing arm locations, trailing arms and trailing arm locations (No Stretching) and stock length axles. OEM rear differential. (Exception to the rule would be the OEM, Can Am XMR differential which is a direct bolt in with no modifications. NO aftermarket replacements or modifications such as Maverick differential for Can Am that would require mounting modifications.)
- F. Must use original factory engine mated to particular unit equipped with original jugs and OEM heads or OEM replica.
- G. Must use stock or aftermarket shocks allowing suspension to travel.
- H. Engine modifications limited to jet kits, air filter, performance programmer, exhaust and big bore kits. Basic retail parts available to drivers may be used.

I. Minimum age requirement to compete in this class is age 12 and older.

18-2 Women’s Class

- A. 0-1000+cc 2x4/4x4 ATV (marketed as)
- B. All rubberized tires allowed. Custom cut of tires is allowed, but no material may be added to treads. No tracks allowed.
- C. Must use original factory frame and any ATV/RUV engine mated to particular unit.

D. Additional Engine modifications such as alcohol, Nitrous Oxide Systems (NOS), superchargers, turbo systems and big bore kits are allowed..

E. ATV's may not exceed 6'6" in width and 8'6" in length.

F. Production and custom suspension lifts, extended A-arms, extended swing arm, extended trailing arms and other modifications are allowed.

G. No hydraulic steering or hydraulic powered transmissions or drive train.

H. Minimum age requirement to compete in this class is age 12 and older.

18-3 Pro A Class

A. 500-1000+cc 2x4/4x4 ATV (marketed as) will include all twin cylinder ATVs 500 cc and up with a 53 inch or less wheelbase.

B. All rubberized tires allowed. Custom cut of tires is allowed, but no material may be added to treads. No tracks allowed.

C. Gasoline fuel only at any octane level. No alcohol, Nitrous Oxide Systems (NOS) or any other additives allowed.

D. Up to 3" shock bracket lift or shock pipe lift.

E. Factory frame, OEM a-arms and a-arm locations, swing arms and swing arm locations, trailing arms and trailing arm locations (No Stretching) and stock length axles. Rear differential may be OEM or aftermarket replacements. Example Allowed: (Can Am XMR differential which is a direct bolt in with no modifications or Can Am Maverick differential for Can Am that would require a mounting modification bracket.)

F. Must use factory engine equipped with OEM heads or OEM replica and Cases. Billet and Cast cylinders are authorized. Billet heads and Cases are not allowed in this class.

G. Must use stock or aftermarket shocks allowing suspension to travel.

H. Engine modifications limited to jet kits, air filter, performance programmer's, exhaust and big bore kits.

I. Basic retail parts available to drivers may be used.

J. OEM replacement parts or OEM replica with Minor Alterations allowed with CMR Race Committee Approval. For example (1000 Transmission allowed in Gen 1 frame)

K. Pro Class A ATVs can only race up to the Super Modified class. They cannot race in the Pro B class.

18-4 Pro Class B

- A. 500-1000+cc 2x4/4x4 ATV (marketed as) will include all twin cylinder ATVs 500 cc and up with a wheelbase longer than 53 inches.
- B. All rubberized tires allowed. Custom cut of tires is allowed, but no material may be added to treads. No tracks allowed.
- C. Gasoline fuel only at any octane level. No alcohol, Nitrous Oxide Systems (NOS) or any other additives allowed.
- D. Up to 3" shock bracket lift or shock pipe lift.
- E. Factory frame, OEM a-arms and a-arm locations, swing arms and swing arm locations, trailing arms and trailing arm locations (No Stretching) and stock length axles. Rear differential may be OEM or aftermarket replacements. Example Allowed: (Can Am XMR differential which is a direct bolt in with no modifications or Can Am Maverick differential for Can Am that would require a mounting modification bracket.)
- F. Must use factory engine equipped with OEM heads or OEM replica and Cases. Billet and Cast cylinders are authorized. Billet heads and Cases are not allowed in this class.
- G. Must use stock or aftermarket shocks allowing suspension to travel.
- H. Engine modifications limited to jet kits, air filter, performance programmer's, exhaust and big bore kits.
- I. Basic retail parts available to drivers may be used.
- J. OEM replacement parts or OEM replica with Minor Alterations allowed with CMR Race Committee Approval. For example (1000 Transmission allowed in Gen 1 frame)
- K. Pro Class B ATVs can only race up to the Super Modified class.

18-5 Super Modified Class

- A. 0-1000+cc 2x4/4x4 ATV (marketed as)
- B. All rubberized tires allowed. Custom cut of tires is allowed, but no material may be added to treads. No tracks allowed.
- C. Must use original factory frame and any ATV/RUV engine mated to particular unit.
- D. Additional Engine modifications such as alcohol, Nitrous Oxide Systems (NOS), superchargers, turbo systems and big bore kits are allowed..
- E. ATV's may not exceed 6'6" in width and 8'6" in length.
- F. Production and custom suspension lifts, extended A-arms, extended swing arm, extended trailing arms and other modifications are allowed.
- G. No hydraulic steering or hydraulic powered transmissions or drive train.

18-6 RUV Class

- A. 0-1000+cc 2x4/4x4 RUV (marketed as)
- B. All rubberized tires allowed. Custom cut of tires is allowed, but no material may be added to treads. No tracks allowed.
- C. May use factory engine from any ATV or RUV.
- D. Passenger must be 16 years of age or older.
- E. Engine modifications such as alcohol, Nitrous Oxide Systems (NOS), superchargers, turbo systems and big bore kits are allowed.
- F. RUV may not exceed 18" over stock in width or 18" over stock in length.
- G. Production and custom suspension lifts, extended A-arms, extended swing arm, extended trailing arms and other modifications are allowed.
- H. No hydraulic steering or hydraulic powered transmissions or drive train.
- I. Driver and passenger must remain in seat during race. Driver and passenger must keep their arms and legs inside RUV at all times, or they will be subject to disqualification. Driver and Passenger will be required to both be secured in the RUV with the minimum of a 4-point safety harness restraint system. Only under severe rollover (rollover or crash) circumstances may a driver or passenger exit the RUV.

18-7 Youth Class 1

- A. 0-125cc 2x4/4x4 ATV (marketed as)
- B. All rubberized tires allowed. Custom cut of tires is allowed, but no material may be added to treads. No tracks allowed.
- C. Gasoline fuel only at any octane level. No alcohol, Nitrous Oxide Systems (NOS) or any other additives allowed.
- D. Up to 3" bracket lift or pipe lift.
- E. Factory frame, OEM a-arms and a-arm locations, swing arms and swing arm locations, trailing arms and trailing arm locations (No Stretching). OEM rear differential and stock length axles.
- F. Must use original factory engine mated to particular unit equipped with original jugs and heads.
- G. Must use stock or aftermarket shocks allowing suspension to travel.
- H. Engine modifications limited to jet kits, air filter, performance programmer's, exhaust and big bore kits. Basic retail parts available to drivers may be used.

18-8 Youth Class 2

- A. 126-250cc 2x4/4x4 ATV (marketed as)
- B. All rubberized tires allowed. Custom cut of tires is allowed, but no material may be added to treads. No tracks allowed.
- C. Gasoline fuel only at any octane level. No alcohol, Nitrous Oxide Systems (NOS) or any other additives allowed.
- D. Up to 3" bracket lift or pipe lift.
- E. Factory frame, OEM a-arms and a-arm locations, swing arms and swing arm locations, trailing arms and trailing arm locations (No Stretching) and stock length axles. OEM rear differential. (Exception to the rule would be the OEM, Can Am XMR differential which is a direct bolt in with no modifications. NO aftermarket replacements or modifications such as Maverick differential for Can Am that would require mounting modifications.)
- F. Must use original factory engine mated to particular unit equipped with original jugs and heads.
- G. Must use stock or aftermarket shocks allowing suspension to travel.
- H. Engine modifications limited to jet kits, air filter, performance programmer's, exhaust and big bore kits. Basic retail parts available to drivers may be used.

18-9 Youth Class 3

- A. 251-450cc 2x4/4x4 ATV (marketed as)
- B. All rubberized tires allowed. Custom cut of tires is allowed, but no material may be added to treads. No tracks allowed.
- C. Gasoline fuel only at any octane level. No alcohol, Nitrous Oxide Systems (NOS) or any other additives allowed.
- D. Up to 3" bracket lift or pipe lift.
- E. Factory frame, OEM a-arms and a-arm locations, swing arms and swing arm locations, trailing arms and trailing arm locations (No Stretching) and stock length axles. OEM rear differential. (Exception to the rule would be the OEM, Can Am XMR differential which is a direct bolt in with no modifications. NO aftermarket replacements or modifications such as Maverick differential for Can Am that would require mounting modifications.)
- F. Must use original factory engine mated to particular unit equipped with original jugs and heads.
- G. Must use stock or aftermarket shocks allowing suspension to travel.
- H. Engine modifications limited to jet kits, air filter, performance programmer's, exhaust and big bore kits. Basic retail parts available to drivers may be used.

SECTION 19 – Overall Rules

- A. Each ATV or RUV is Limited to two classes with the exception of the women's class and youth classes where the ATV may be shared between men/women and/or youth/adult.

B. Females may enter any class that their machine qualifies for as well as the women's class.

C. Drivers may run any ATV that qualifies for the class in which they are registered.

D. All vehicles entered in CMR events must have a form of retrieval attached. Tow hooks, winches or tow ropes will provide a means for rescue.

E. Drivers may race up a class but not down a class.

F. Starting positions will be determined by random drawing of position numbers during registration.

G. CMR reserves the right to place drivers in correct class if driver registered his or her vehicle in the wrong class.

H. False starts will be recognized by restarting the race on the 1st offense. 2nd offenders will be disqualified.

I. Drivers must keep their machines inside of marked race course at all times during the heat. Drivers that are forced off of the track will not be punished for this offense. Drivers who exit the race course will receive a black flag.

J. Drivers, spectators or any other persons may not intentionally touch or aid any other driver during a heat. If extraordinary circumstances arise concerning this rule, the CMR officials will make the final call on this matter. If a driver's ATV or RUV flips on it's side they may be aided by other persons to allow all 4 tires be returned to the track surface. At this point if the ATV / RUV is able to continue on it's "OWN POWER" the driver's may continue to finish the heat.

K. Stock or production aftermarket fenders are required. Fenders may be trimmed up to two inches.

L. Drivers must have their unit at the staging area at the time designated by CMR officials. Any driver or machine not present for staging will take the risk of being disqualified. Kill switch will be tested by CMR official when staging.

M. Ski's and utility attachments to units are not allowed. (plows, seeders, etc.)

N. Youth classes will be staged and ran first unless otherwise noted. All other classes will be randomly chosen for race order at each Race.

O. Anyone who qualifies for 2018 CMR rules and is in good health and physical condition may compete in CMR sanctioned events. Only CMR registered drivers will be eligible for points and championship payouts, prizes and other sponsor and marketing opportunities.

P. All CMR sanctioned events will guarantee drivers, regardless of CMR registration, to receive a purse payout at each event.

Q. ATV's may not compete with RUV's in same class. Note: Polaris ACE is classified as a Sportsman ATV and will be ran in the ATV classes.

R. ATV/UTV substitutions or changes cannot be made after their designated class has begun, but can be done before racing each particular class.

S. It is the driver's responsibility to stop at the scorekeeper after each heat to report their finishing position to ensure that they are credited with right finishing order.

T. Participants should not consume any alcoholic beverages, drugs, or any other type of contraband on the day of the competitions. Any party found or reported to be under the influence will be immediately disqualified from competition for that day.

U. Winner of race is determined by the first part of ATV/UTV to break the finish line's invisible plane, not the driver or driver's body parts. Note: If an ATV/RUV does not complete the entire heat the furthest distance on the race track will determine the place finished for that heat race.

V. All Competitors will hold their line upon start of any heat race for at least the first 60 feet from the official start line or at the safe distance determined by the CMR Official. Any competitor that violates this rule by breaking their line, may be black flagged by a CMR official for that heat race.

CMR Race Committee 2018:

Robert Parker

Brian Haughton

Jeremy Lind