

● M4x4A 2006 RACE RULES



● <http://www.m4x4a.org>

●Drags

Double elimination will be used.

Only one driver and vehicle per bracket. More than one driver in the same vehicle must move up one bracket.

●Starting and Staging

1. Vehicles must be in the starting area when the class is up and must be ready to run or they will be disqualified.
2. Staging Lines: A line will be drawn or flags will be placed on the outside markers 20 feet before the starting line. When called to race, if you cross this line, you must be ready to race. No friends or helpers of any kind are allowed to help after the vehicle has entered this area. If you are unwilling or unable to race for any reason after crossing the staging line you will be disqualified.
3. After the first vehicle has reached the 20 foot pre-stage line, the second vehicle has one minute to get there. After your competitor is staged you have 30 seconds to be staged. If you are not on time for either of the reasons stated above, you will be disqualified.
4. A competitor may raise his hand to alert officials if he sees unsafe track conditions.
5. A competitor is considered staged when he has pulled up to the line, his staging light is on or he has nodded to the starter (in the case of a flag start). When a driver is staged, the vehicle will be stopped and the driver will be watching the starting light (or flagman). THERE WILL BE NO BLOCKING OF WHEELS.
6. Starting shall be from the front wheels. Any staging device must be rigid. Start and finish lights must be tripped by rigid device.
7. A foul start or red light counts as a loss.
8. The winner is the one who crosses the finish line first. The finish line is defined as being measured from the center of the finish light beam to the ground.
9. There shall be a minimum of 50 feet between the edge of the drag strip and spectators.

●Bracket Determination

1. Competition weight slips from a licensed public scale, with driver in vehicle, must be presented (this includes passengers). These slips must be for the current year and will, when used with the cubic inch displacement, determine the class.
2. Each contestant is responsible for his own weight slip and cubic inch ratio in order to be placed in the proper class.
3. Brackets are separated by actual weight divided by cubic inch displacement. Each driver is responsible for knowing his/her weight/CID figure. Ex. A 302 Bronco weighing 4000lbs = 13.25.

●Obstacle

1. Shortcuts are not allowed. Driver's taking a shortcut will be disqualified. Drivers off-course will be stopped at the earliest opportunity and given the option of returning to the spot where they left the course without penalty or elimination. If they do not return to the spot where they initially left the course they will be disqualified.

2. Vehicles will be penalized 5 seconds for each stake knocked down. Stakes must be a minimum of 36" high so they are visible to the driver.
"VISIBLE" WILL BE EMPHASIZED.
3. There will be no outside assistance while the vehicle is on the course.
4. No adding or eliminating stakes or plates during the running of the same class
5. All rigs must conform to the safety rules in the obstacle.
6. There will be the following classes in the obstacle: 4 cylinder, 6 cylinder, 8 cylinder (All three are Sportsman classes), Competition Modified rigs, X-Class and Sportsman long-wheel base.
7. Only one (1) pass per driver is allowed
8. Long wheelbase class will be 108" and longer.
9. Aftermarket Safety Seat Highly Recommended
10. Must meet at least the Sportsman safety rules.

●Baja

- 1 All vehicles competing in a Baja must meet the Sportsman Class rollcage requirement. An additional X brace in the top/halo section of the rollcage and the addition of rub-rails/door bars are required and shall extend from the the area between the elbow and shoulder to the bottom of the A-hoop.
- 2 All vehicles competing in a Baja must have a functional dust-light that is on at all times and clearly visible from the rear of the vehicle. A dust-light mounted to the approximate top/rear of the rollcage is highly recommended for visibility.
- 3 Aftermarket safety seat required.

●Mud Bogs

The following classes are recommended:

1. ~~4 cylinder - any tires size. Paddles and Terras OK~~
2. ~~8 cylinder - DOT approved tires only. No limit to diameter. No paddles or Terras allowed.~~
3. ~~Jackpot Street Stock - DOT approved tires only. No limit to diameter. No paddles or Terras allowed.~~
4. ~~Sportsmen: DOT approved tires only. No limit to diameter. No paddles or Terras allowed.~~
5. ~~Competition Modified: No tire limit~~
6. ~~X-Class: No tire limit. All vehicles with blowers, fuel injection, alcohol and nitrous oxide will be in X-class. All after market blowers, turbos, fuel injection, alcohol and nitrous must run X-Class.~~
7. 4 and 6 cylinders – any engine modification or combination of turbos, blowers, nitrous. Any tire, including paddles and Terras are OK.
8. "Stock" class – 33" tires and smaller
9. "Modified" class – 38" tires and smaller
10. "Super Modified" class – 44" tires and smaller
11. "BT" – Big Tires class – Over 44" tires.
12. CompMod – Paddles/open/cut & grooved/Non-DOT tires, along with all custom frame or buggies. No nitrous.
13. X-Class – Nitrous, alcohol, blowers, turbos. Any tire, any body, any frame.

"Stock" class and up are considered V8 and V10 classes, allowing any engine modification. No nitrous, blowers, turbos, or alcohol except X-class.

All custom frames and cusotm bodies (non production) must run in either CompMod or X-Class.

Tires are measured by a caliper, held parallel to the ground in the event of a dispute or no tire markings.

No restriction in any class on suspension or body lift, or body alterations.

Other classes may be used at the hosting club's discretion.

●Hill Climb

1. Two runs allowed for each starting position.
2. Distance will be calculated from the front wheels.
3. All open top vehicles must have a full cage.

●Competition Classes

●Stock Class

This class should be street legal, with the exception of license, registration, and insurance. Must meet all safety rules. Stock vehicles are OEM original. Exhaust manifolds, intake manifolds, carburetors and distributors must be OEM stock replacement. Brackets are separated by actual weight divided by cubic inch displacement. Ex. A 302 Bronco weighing 4000lbs = 13.25, Class C.

BRACKET

- A. 11.49 or less
- B. 11.50 to 13.24
- C. 13.25 to 14.99
- D. 15.00 or more

(*ADDITION OR DELETION OF BRACKETS IF ENTRIES REQUIRE)

●*Stock Rules and Regulations*

(Willy's 4 cylinder flatheads will run against Willy's 4 cylinder flatheads as long as there are enough entries to make up a class)

- A. All stock class V8s will be run against stock V8s only.
 - B. Factory production vehicles with complete body tub and floor pan. No optional equipment allowed. Engine must be specific type year and make of vehicle. Cylinders must not exceed .060 over stock bore.
 - C. All vehicles in Stock Class must have a roll cage to race in obstacles and hill climbs.
 - D. All removable topped vehicles must have a minimum back bar to race in drags.
 - E. Exhaust Systems: Stock manifolds with mufflers.
 - F. Any safety equipment may be used if approved by safety committee.
 - G. Improved brakes, steering, and air cleaners OK.
 - H. Seat belts required. IF BELTS BECOME UNBUCKLED DURING COMPETITION, DRIVER MUST STOP AND BUCKLE BEFORE CONTINUING. FAILURE TO DO SO WILL MEAN DISQUALIFICATION.
 - I. Approved safety helmets required. Full face protection required. Goggles OK. Must cover from bottom of chin to top of head. Snell 85 highly recommended.
 - J. Protective Clothing: Long sleeve shirts and full length pants, shoes, or boots will be worn. 100% cotton or better is highly recommended. This is in all classes and all events. Coveralls O.K.
- K. Tires and Wheels:
- Drags - Must be DOT approved. Not over 10" wheel
 - Hill and Obstacle - No tire limitations.
- A. All Stock Rigs: Fly wheel and/or transmission protective device, shield, or blanket is highly recommended.
 - B. Stock rigs shall run gas of maximum 91 octane pump gas.
 - C. Passengers: Must be at least 12 years old. They have to have the same safety equipment as the driver. Seat belts and helmets will fit their heads or they will not be allowed to ride. Parents waiver must also be signed for any person to ride as a passenger (friends, etc.). The passenger WILL be teched in with the vehicle or they will not ride. ALL M4x4A CLUBS have the option to refuse passengers at their rallies. This is due to the insurance rates being as high as they are.
 - D. All automatics will have a neutral safety switch. All standards will have a clutch switch. People off the street for 1st time will be allowed one race only.
 - E. Must have four(4) working brakes.
 - F. Turbo and/or fuel injection as per factory with no modification must move up one bracket in the drags.
- G. All classes will have devices to keep arms and legs in cab. Arm restraints and/or nets allowed in all classes, all events. Windows in stock vehicles O.K.

●**Stock Class - General Rules and Regulations**

1. Rules: Rules will be final in all classes as interpreted by the chairman and designated officials. The chairman and designated officials must brief the tech crew before each rally.

2. Two vehicles make a bracket. If only one entry (1 vehicle) in a bracket they may run the winner of the next lower bracket for the higher bracket trophy or points. If any vehicle is entered and does not have sufficient competition, the driver may challenge next higher class but forfeits their trophy.
3. If more than one driver to a vehicle, the second driver must move up one bracket in the drags (this includes any succeeding drivers of that rig - the first driver may run C, the second driver B, the third driver must run A, etc).
4. A driver may run as many brackets as he wishes as long as the driver PAYS FOR ENTRY FEES AT REGISTRATION. There will be no limit on classes a person can enter as long as the driver moves up in classes and qualifies for that class's safety rules (for drags only). THIS IS UP TO THE DISCRETION OF THE HOSTING CLUB.
5. Any additional cubic inches gained by boring or stroking must be declared to determine correct class.
6. Running position, within class, will be determined by hosting club.
7. All contestants will be required to hold a VALID drivers license.
8. Deliberately stalling an event will disqualify the driver.
9. Vehicles must be capable of driving all four wheels at tech inspection.
10. There will be a tech inspection provided at every rally.

●Street Class

Vehicles in this class are modified for improved usage on trails and back country driving. These are required to be street legal with the exception of license, registration, and insurance. Vehicles in this class are the family type rigs used in 4-wheel drive events. Brackets are separated by actual weight divided by cubic inch displacement.

BRACKET

- A. 7.49 or less
 - B. 7.50 to 8.99
 - C. 9.00 to 10.49
 - D. 10.50 to 11.99
 - E. 12.00 to 14.49
 - F. 14.50 to 16.99
 - G. 17.00 or more
- (*ADDITION OR DELETION OF BRACKETS IF ENTRIES REQUIRE THEM.)

●Street Rules and Regulations

- A. Body, Fenders, and Hood must be OEM 4WD manufacture. (i.e. Jeep, Bronco, Toyota). Fiberglass components allows as long as they are equivalent to OEM stock.

- B. Engine must be same make as vehicle. Any single carburetor (no dual carbs), intake manifold, air cleaner, valve covers, headers and hydraulic camshafts are permitted and may be replaced/modified. No roller-camshafts. OEM Stock heads only, NO PORTING.
- C. Electric fans allowed.
- D. No lightening of the frame permitted. Production 4WD frame required.
- E. Windshield required.

F. Rollbar / Rollcage

- Drags - All removable topped vehicles must have a minimum back bar to race in drags.
- Obstacle / Hill Climb - All vehicles in Street Class must have a roll cage to race in obstacles and hill climbs.
- A. Exhaust Systems: Street Class vehicles must be equipped with mufflers. Mufflers must be of average or better quality and may not be gutted or hollowed out. No Super-Traps and no cut-outs. Vehicles must have a good and functioning exhaust system.
- B. Any safety equipment may be used if approved by safety committee.
- C. Improved brakes, steering, and air cleaners OK.
- D. Seat belts with shoulder harness required. IF BELTS BECOME UNBUCKLED DURING COMPETITION, DRIVER MUST STOP AND BUCKLE BEFORE CONTINUING. FAILURE TO DO SO WILL MEAN DISQUALIFICATION.
- E. Approved safety helmets required. Full face protection. Goggles OK. Must cover from bottom of chin to top of head. Snell 85 highly recommended.
- F. Protective Clothing: Long sleeve shirts and full length pants, shoes, or boots will be worn. 100% cotton or better is highly recommended. This is in all classes and all events. Coveralls O.K.

G. Tires and Wheels:

- Drags - Must be DOT approved and UNCUT. Four only. Not over 10" wheels. No tractor, paddles, or sand tires.
- Hillclimb and Obstacle - No limitation.
- A. Fly wheel and/or transmission protective device, shield, or blanket is highly recommended.
- B. Street rigs shall run gas of maximum 91 octane pump gas.
- C. Passengers: Must be at least 12 years old. They have to have the same safety equipment as the driver. Seat belts and helmets will fit their heads or they will not be allowed to ride. Parents waiver must also be signed for any person to ride as a passenger (friends, etc.). The passenger WILL be teched in with the vehicle or they will not ride. ALL M4x4A CLUBS have the option to refuse passengers allowed at their rallies. This is due to the insurance rates being as high as they are.
- D. All automatics will have a neutral safety switch. All standards will have a clutch switch. People off the street for 1st time will be allowed one race only.
- E. Transmissions must be production automotive type only. Clutch automatic combinations not allowed. No tranny brakes in Street Class. Only OEM clutches and converter assemblies permitted. Clutches developed for racing purposes, such as button, solid hub, multi-disc, etc. NOT permitted in street class. Racing torque converters not permitted.
- F. Driveline loops recommended.
- G. Must have four(4) working brakes.
- H. Turbo and/or fuel injection as per factory with no modification must move up one bracket in the drags.

I. All classes will have devices to keep arms and legs in cab. Arm restraints and/or nets allowed in all classes, all events. Windows in stock vehicles O.K.

● ***Street Class - General Rules and Regulations***

1. Rules: Rules will be final in all classes as interpreted by the chairman and designated officials. The chairman and designated official must brief the tech crew before each rally.
2. Two vehicles make a bracket. If only one entry (1 vehicle) in a bracket they may run the winner of the next lower bracket for the higher bracket trophy or points. If any vehicle is entered and does not have sufficient competition, the driver may challenge next higher class but forfeits their trophy.
3. If more than one driver to a vehicle, the second driver must move up one bracket in the drags (this includes any succeeding drivers of that rig - the first driver may run C, the second driver B, the third driver must run A, etc).
4. A driver may run as many brackets as he wishes as long as the driver PAYS FOR ENTRY FEES AT REGISTRATION. There will be no limit on classes a person can enter as long as the driver moves up in classes and qualifies for that class's safety rules (for drags only). THIS IS UP TO THE DISCRETION OF THE HOSTING CLUB.
5. Any additional cubic inches gained by boring or stroking must be declared to determine correct class.
6. Running position, within class, will be determined by hosting club.
7. All contestants will be required to hold a VALID drivers license.
8. Deliberately stalling an event will disqualify the driver.
9. Vehicles must be capable of driving all four wheels at tech inspection.
10. There will be a tech inspection provided at every rally.

● **Sportsman Class**

These are vehicles that are modified for Competition purposes. Engines, bodies, and running gear may be modified. Brackets are separated by actual weight divided by cubic inch displacement.

Brackets

- A. 7.49 or less
- B. 7.50 to 8.99
- C. 9.00 to 10.49
- D. 10.50 to 11.99
- E. 12.00 to 14.49
- F. 14.50 to 16.99
- G. 17.00 or more.

● ***Sportsman Rules and Regulation***

- A. Body, fenders and hoods must be recognized 4WD manufactured. Fiberglass component style allowed. OEM or equivalent headlights and taillights in stock locations required and must be functional.
- B. Engine - Any production automotive engine permitted. Single carburetor, intake manifold and carburetor, air cleaner, valve covers, headers and flat tappet camshaft permitted. Battery powered ignition only. OEM heads only. Heads may be ground no further than 1/8" inside the head which allows you to match it. No Electric driven water pumps. No mushroom cams or roller cams.
- C. Electric fan allowed.
- D. No lightening of the frame permitted. (Any production 4WD frame required.)
- E. Windshield may be removed.
- F. Firewalls may be altered but must be fireproof and separate the engine from the driver.
- G. Seatbelt, shoulder harness, and crotch strap required. SEE DIAGRAM FOR THIS ON BACK PAGE.
- H. Tires and Wheels: Four only.
 - Drags - No paddles or cut tires.
 - Hill / Obstacle - No tire limitations on the hill or obstacle.
- A. Gas Tanks: any size. Must be securely mounted.
- B. Transmissions and Clutches: Transmission must be production automotive only. Clutch automatic combination not allowed. Transmission brakes are not allowed. Only OEM clutches and torque converters allowed.
- C. Scatter Shields: All standard transmission vehicles will be equipped with an explosion-proof bell housing (such as Lakewood) or a fabricated scatter shield made of minimum 1/4" steel minimum 3/8" conveyor belting, to extend at least one (1) inch ahead of the flywheel to at least one (1) inch behind the clutch assembly. All automatic transmission vehicles will be equipped with an explosion-proof blanket or fabricated scatter shield made of minimum 3/8" conveyor belting to cover the area of the planetary gears. At least 180- degree protection required (Frame may be part of the scatter shield), however, 360 degree protection is strongly recommended. Cast iron scatter shields NOT permitted.
- D. Must have four(4) working brakes.
- E. Turbo and/or fuel injection as per factory with no modification must move up 1 bracket.
- F. All vehicles will have full roll cage roll bar. Door bar highly recommended. SHOW BARS ARE NOT LEGAL.

●**Sportsman Class - General Rules and Regulations**

- Gasoline: Vehicles may run any type of gasoline. Gasoline additives OK.

●**Competition Modified Class**

These vehicles are designed and built primarily for competition. They are not required to be "Street Legal" and are normally towed or trailered to the competition site. Engines, running gear and bodies may be modified to gain maximum advantage in competition events. Any "Street Legal" vehicles that have equipment exceeding its class will be placed in this class. Brackets are separated by actual weight divided by cubic inch displacement.

Brackets

AA 5.99 or less

- A 6.00 to 7.49
- B 7.50 to 8.99
- C 9.00 to 10.49
- D 10.50 to 11.99
- E 12.00 or More

● **Competition Modified Rules and Regulations**

- A. Body, Fenders, and Hoods: Customizing permitted. Fiberglass bodies, fenders, and hoods permitted.
- B. Engine: Any production automotive engine permitted. Modifications to engines permitted. Any single carburetor, intake manifold, air cleaner, camshaft and valve covers permitted. Multiple carburetors are permitted but you must move up one bracket. Blowers, turbos, and fuel injection ARE NOT PERMITTED. ALLOWED TO RUN ANY IGNITION SYSTEM.
- C. Any safe frame that passes tech inspection will be allowed.
- D. Windshield not required.
- E. Firewall may be altered but must separate driver from engine and be fireproof.
- F. Transmissions and Running Gear: Any production type automotive transmission and transfer case allowed. All automatic transmissions must be operated by an automotive production type internal hydraulic pump. On automatic transmissions an internal transmission brake is allowed.
- G. Roll Bar: All vehicles must have a full cage.
- H. FIVE POINT RACING HARNESS REQUIRED. SEE DIAGRAM ON BACK PAGE.
- I. Approved safety helmet required. Full face protection required. Goggles OK. Must cover from bottom of chin to top of head, Snell 85 highly recommended.
- J. Tires and Wheels: Four Only. 20" wheel width limit maximum.
- K. NO nitrous oxide or nitro-methane.
- L. Gas tank must be safely and securely mounted.
- M. Scatter shield must be 360 degree blanket. NO cast iron. 360 degree blanket must be SEMA or NHRA approved and required for automatics. NHRA 180 shields, or 7" equivalent also permitted.
- N. Safety rings on front and rear drive lines required. Cable allowed. No seat belt material.
- O. Vehicles must have U-joint Safety Shields on rear drive line. Front drive line shield recommended. 360 degree coverage required. 1/16" steel or 1/8" aluminum. 2" minimum width. U-joint must not be visible from top or sides.
- P. THOSE RUNNING ALCOHOL ARE REQUIRED TO HAVE A FIRE SUIT, GLOVES AND SHOES.

● **Competition Modified - General Rules and Regulations**

1. Gasoline: Additives, pump gas-a-hol, alcohol O.K. NO nitrous oxide or nitro methane. Fuel samples subject to check by officials during any event. Any violation subject to 13 months suspension. Propane O.K.
2. Rules: Rules will be final in all classes as interpreted by the chairman and designated officials. The chairman and designated official must brief the tech crew before each rally.

3. Two vehicles make a bracket. If only one entry (1 vehicle) in a bracket they may run the winner of the next lower bracket for the higher bracket trophy or points. If any vehicle is entered and does not have sufficient competition, the driver may challenge next higher class but forfeits their trophy.
4. If more than one driver to a vehicle, the second driver must move up one bracket in the drags (this includes any succeeding drivers of that rig - the first driver may run C, the second driver B, the third driver must run A, etc).
5. A driver may run as many brackets as he wishes as long as the driver PAYS FOR ENTRY FEES AT REGISTRATION. There will be no limit on classes a person can enter as long as the driver moves up in classes and qualifies for that class's safety rules (for drags only). THIS IS UP TO THE DISCRETION OF THE HOSTING CLUB.
6. Any additional cubic inches gained by boring or stroking must be declared to determine correct class.
7. All vehicles must have starter capable of starting engine.
8. Running position, within class, will be determined by hosting club.
9. All contestants will be required to hold a VALID drivers license.
10. Deliberately stalling an event will disqualify the driver.
11. Vehicles must be capable of driving all four wheels at tech inspection. To classify as a FOUR-WHEEL DRIVE VEHICLE it must have an automotive type front and rear axle housing containing a ring and pinion gear, axles, carrier assembly and propelled by a drive shaft.
12. There will be a tech inspection provided at every rally.

●X-CLASS

These vehicles consist of all rigs of any kind that cannot meet the existing rule but must meet the safety rules of the Competition Modified Class. Factory sponsored vehicles will be included in this class. Brackets separated by the actual weight divided by the cubic inch displacement.

Brackets

AA 5.99 or Less
A 6.00 to 7.49
B 7.50 to 8.99
C 9.00 to 10.49
D 10.50 to 11.99
E 12.00 or More

●X-Class Rules and Regulations

- A. Body, hood, and fenders must be securely mounted. Fiberglass or metal bodies, hoods, or fenders are permitted. Customizing is permitted.
- B. Engine: Must be a recognized automotive engine. Any external or internal modifications permitted.
- C. Frame: Any safe frame that passes tech inspection will be allowed.
- D. Firewall: May be altered but must be fireproof and completely separate the engine from the driver.

- E. Running Gear: Any automotive type axle and suspension may be used.
- F. Scatter shield must be 360 degree blanket. NO cast iron. 360 degree blanket must be SEMA or NHRA approved and required for automatics. NHRA 180 shields or ?" equivalent also permitted.
- G. Roll Bar: Full cage required. X-Class vehicles must have cage roll bar of approved type steel as required by safety rules. Side rub rail, back bar, and side opening safety nets required as per safety rules.
- H. Approved type safety helmet required. Full face protection required. Goggles O.K. Must cover from bottom of chin to top of head. Snell 85 highly recommended.
- I. FIVE POINT RACING HARNESS REQUIRED. SEE DIAGRAM AT BACK OF BOOK.
- J. Tires and Wheels: There are no restrictions.
- K. Safety ring on front and rear drive lines. 6" minimum diameter. 1/8" steel. 1" wide required.
- L. Minimum of two brakes required.
- M. Chain Guard: 180 degree minimum 1/8" steel or ?" aluminum. Wide enough to cover chain drive.
- N. All drivers running X-class vehicles with blowers, fuel injection or alcohol must wear a fire-retardant suit and helmet with a full face shield. Hand and foot protection is also required.

●***X-Class General Rules and Regulations***

- 1. Gasoline: Additives, pump gas-a-hol, alcohol, propane and nitrous oxide are all O.K. 30% nitro-methane allowed.
- 2. Rules: Rules will be final in all classes as interpreted by the chairman and designated officials. The chairman and designated official must brief the tech crew before each rally.
- 3. Two vehicles make a bracket. If only one entry (1 vehicle) in a bracket they may run the winner of the next lower bracket for the higher bracket trophy or points. If any vehicle is entered and does not have sufficient competition, the driver may challenge next higher class but forfeits their trophy.
- 4. If more than one driver to a vehicle, the second driver must move up one bracket in the drags (this includes any succeeding drivers of that rig - the first driver may run C, the second driver B, the third driver must run A, etc).
- 5. A driver may run as many brackets as he wishes as long as the driver PAYS FOR ENTRY FEES AT REGISTRATION. There will be no limit on classes a person can enter as long as the driver moves up in classes and qualifies for that class's safety rules (for drags only). THIS IS UP TO THE DISCRETION OF THE HOSTING CLUB.
- 6. Any additional cubic inches gained by boring or stroking must be declared to determine correct class.
- 7. Running position, within class, will be determined by hosting club.
- 8. All contestants will be required to hold a VALID driver's license.
- 9. Deliberately stalling an event will disqualify the driver.
- 10. There will be a tech inspection provided at every rally.

●Safety Rules

●General - All Classes

All classes must meet the requirements of this section. All classes above Stock must meet the safety requirements of all lower classes.

1. All vehicles equipped with automatic transmissions will not be allowed neutral starts.
2. Roll Bar:
 3. Factory or equivalent
 4. Must be minimum 1 5/8" OD ROUND steel tubing, pipe or equivalent. No threaded fittings. Schedule 40 pipe minimum wall thickness. Tech Committee Judge to make final decision. .095 by 1 1/2" chrome moly tubing acceptable. 1.75 x .120 wall tubing is acceptable. DO NOT PAINT OVER TUBING DESIGNATION ON TUBING.
 5. Main/B-pillar hoop must be a single continuous piece of bent round tubing/pipe extending from the mounting point on the driver's side of the vehicle, above the helmeted head of the driver, across the passenger compartment, and all the way down to the mounting point on the passenger's side of the vehicle.
 6. All roll bars will have 1" inspection hole in order that the tech committee can check wall thickness of the roll bar.
 7. Roll bar specifications:
 8. Angle from 1" x 2" x 24" making 96 sq. in. by 3/16" thickness.
 9. Flat steel 110 sq. in. by 3/16" thickness for attaching roll bar to body.
 10. Top of roll bar must be visible a minimum of 2" above the helmeted head of the driver with two support bars to rear of vehicle held by six 3/8" bolts, Grade 4 or better on each side.
 - 11.
12. All nuts and bolts securing any component parts, suspension system, chassis and running gear shall show at least one complete thread through the nut. Cracked frame horns around the springs will not be permitted unless properly repaired. Removal of the cross member for lightening purposes not permitted.
13. Hoods are mandatory and must be securely latched.
14. Brakes must be solid on first application and lock up all four wheels.
15. No loose objects in vehicle during competition. Gas cans, spare tires and whip antennas will be removed.
16. Steering can have a maximum of 1/2 turn play.
17. Fire extinguishers: 2.5lbs Dry chemical or CO2 minimum to be mounted within easy reach of the driver at all times. QUICK DETACHMENT. NO TAPE. Use of Halon Fire extinguishers allowed.
18. All added weight must be securely bolted, welded or attached to the vehicle.
19. NO ALCOHOLIC BEVERAGES OR DRUGS will be consumed by driver previous to competing in their event. Any driver who is considered under the influence of alcohol or drugs will NOT BE ALLOWED TO COMPETE. No one working in the pit area or working on track will be allowed to have alcohol or drugs.

20. Speeding in campsite, pit area or staging lanes is not permitted. Failure to comply with the rules or unsportsman like conduct are all grounds for disqualification.
21. Decisions of the safety committee are final in any situation not covered by these rules.
22. One person from each club will serve as tech committee person. Club Tech person is responsible for M4x4A members in their club. Tech person should tech each vehicle before each rally.
23. All drivers must attend the drivers meeting.

●**Additional Street Class Requirements**

These requirements are IN ADDITION TO THE GENERAL REQUIREMENTS

1. Batteries installed inside the driver or passenger area must be securely bolted down and have a cover containing a noncombustible material lining.
2. Drivers seat must be securely mounted to vehicle.
3. Safety shields over water and oil hoses in passenger compartment. Steel tubing highly recommended.

●**Additional Sportsman Class Requirements**

These requirements are IN ADDITION to the GENERAL and STREET requirements.

1. Rollcage must incorporate an "X" brace in the main/B-pillar hoop made of material consistent with the rest of the rollcage. X-brace must connect the approximate upper-most corner of the driver's side of the main hoop with the approximate bottom of the passenger side of the main hoop, and vice-versa. X may intersect the back-bar. Existing paid race members have until 1/1/2005 to comply. All new racers must comply immediately.
2. Roll cages must be braced or otherwise mounted to the frame at the 4 main points OR seats and seat belts must be mounted to the cage and the cage may be bolted to the body. Existing paid race members have until 1/1/2005 to comply. All new racers must comply immediately.
3. **FULL FIVE POINT RACING HARNESS REQUIRED. IF BELTS BECOME UNBUCKLED DURING COMPETITION, DRIVER MUST STOP AND RE-BUCKLE BEFORE CONTINUING. FAILING TO DO SO WILL MEAN DISQUALIFICATION.**
4. Drive line loops required, no seat belt material. Must be positioned in front half of drive line.
5. All added weight must be securely bolted, welded, or attached to the vehicle.
6. Radiator can be mounted in back. Drivers must be protected by shields over hose connections, cap and radiator. This is to protect driver from all hot fluids, oil and transmission fluids included. Steel tubing highly recommended.
7. All automatics will have a neutral safety switch. All standards will have a clutch switch.
8. Scatter shields - All standard transmission vehicles will be equipped with an explosion proof bell housing or a fabricated scatter shield made of a minimum 7" steel or 3/8" conveyor belting to extend at least one (1) inch ahead of the flywheel to at least one (1) inch behind the clutch assembly. All automatic transmission vehicles will be equipped with an explosion-proof blanket or fabricated scatter shield made of minimum 3/8" conveyor belting to cover the area of the planetary gears. At least 180-degree protection required (Frame may be part of the shield, however, 360 degree coverage is strongly recommended).

9. Cool down allowed. Maximum of 5 minutes.
10. This class will have devices to keep arms and legs in cab. Arm restraints and/or nets required.
11. Center seater allowed.

●***Additional Competition Modified Requirements***

These are IN ADDITION to the GENERAL, STREET, and SPORTSMAN requirements.

1. Fiberglass, aluminum body 4-WD vehicles will comply with above guidelines, except roll bars must be securely attached to the frame support front and rear.
2. Scatter shield must be 360 degree blanket SEMA or NHRA approved. NHRA 180 shields, or ?" equivalent are also permitted.
3. Safety rings on front and rear drive lines required. Cable allowed. No seat belt material.
4. U-joint Safety Shields required on rear drive line. Front drive line shield recommended. 360 degree coverage required of 1/16" steel or 1/8" aluminum. 2" minimum width. U-joint must not be visible from top or sides.
5. All vehicles shall have a roll bar and cage bar designed to protect the driver's head from all angles.
6. All vehicles shall have a roll bar, cage rail and side opening nets. Can be removable. The rub rail should protect the driver's torso from all angles. The side net is required on both sides of a center seater and the top. Net is required on the driver's side and top of other vehicles. Net will be material capable of restraining the limbs within the vehicle in case of a roll-over.
7. Rub rail and back bar will be made from the material with the same specifications as for the roll bar and cage bar.
8. Minimum of two brakes required.
9. Passengers: None. No passengers will be allowed in Competition Modified vehicles and higher.
10. All automatics will have a neutral safety switch. All standards will have a clutch switch.
11. THOSE RUNNING ALCOHOL ARE REQUIRED TO HAVE A FIRE SUIT, GLOVES AND SHOES.
12. Center seater allowed.

●***Additional X-Class Requirements***

These are IN ADDITION to the GENERAL, STREET, SPORTSMAN, and COMPETITION MODIFIED requirements.

1. A back bar is required.
2. Safety ring required on front and rear drive lines. 6" minimum diameter. 1/8" steel, 1" wide required.
3. Chain guard required. 180 degree minimum 1/8" steel or ?" aluminum, wide enough to cover the chain drive.

●M4x4A Race Rules Governing Body and Race Number Members

●Race Rules Chairman

1. Shall be an elected position, elected by the paid M4x4A Race Number members at the October Race Rules Meeting.
2. Shall preside at all Race Rule Meetings and Race Rule Committee Meetings
3. Shall maintain contact with all the Regional Tech Persons.
4. Shall work with hosting club(s), assuring that all M4x4A Race Rules are followed.
5. Shall be responsible for making and signing Race Number cards for each race number member, and sending these cards to the region tech persons to sign and distribute to their race number members.
6. Shall be responsible for ordering race number plaques for each race number member and sending them to the region tech persons.
7. Shall be responsible for determining the top male and female eliminators each year, to be awarded at the M4x4A State Convention.
8. Shall receive all proposed Race Rule Changes and prepare them to be read and voted on at the Race Rules Meeting.
9. Shall represent the race number members at the M4x4A convention and delegate meetings.
10. Shall be responsible for providing registration/tech forms to M4x4A clubs who request them for their rally.
11. May call special Race Rule Meetings with the Race Rules Committee when deemed necessary.

●Regional Tech Persons

1. Race Rules Committee Shall be Made up of Regional Tech Persons
2. Each M4x4A region will choose a Regional Tech Person, who is a paid race number member, to represent their region on the Race Rules Committee.
3. The length of term for the Regional Tech Person shall be determined by each individual region.
4. Shall be responsible for keeping a receipt book of all their paid race number members, which will be sent to the Race Rules Chairman.
5. Shall sign and distribute race number cards received from the Race Rules Chairman.
6. Shall distribute race number plaques, received from the Race Rules Chairman, to their race number members.
7. Shall maintain contact with, and be available for, all race number members in their region.
8. Shall be responsible for assuring that all M4x4A Race Rules are followed at M4x4A rallies held in their region.
9. Shall be responsible for contacting all other RTP's after each rally in their region with a list of driver's and vehicles that failed tech inspection but were allowed to race with a warning. Any driver/vehicle that fails to comply with the rules by the next M4x4A sanctioned event MUST NOT be allowed to compete.
10. A list of "probationary" drivers and racers will be maintained on the M4x4A website and made accessible to all RTPs.
11. Shall oversee and appoint any other tech persons needed to help enforce M4x4A Race Rule and tech vehicles at M4x4A rallies held in their region.
12. Regional Tech Persons will be responsible for distributing race rule books to their region's race number members and have extra race rule books for distributing to any other interested racers.
13. May request special Race Rule Meetings with the Race Rules Committee and Race Rules Chairman when deemed necessary and/or requested by race number members in their region.

14. Regional Tech Persons unable to attend the Race Rules Meeting or any special Race Rules Meeting may send an alternate to represent their region's racers. The Region Tech Person shall inform the Race Rules Chairman of the alternate tech person to represent their region.

● **Special Race Rules Meetings**

1. Special Race Rules Meetings must be made known to, and available to, all Region Tech Persons.
2. Region Tech Persons shall inform their region's race number members of Special Race Rules Meetings and the issues to be discussed and/or acted on at this special meeting.
3. Changes/additions that the Race Rules Committee feel are necessary prior to the October Race Rules Meeting shall be discussed at a Special Race Rules Meeting and then another Special Race Rules Meeting set for a date after which Region Tech Persons are able to discuss these proposed changes/additions with their region race number members.
4. Region Tech Persons shall hold a special meeting among their region's race number members to discuss the proposed changes/additions and decide how to vote at the next Special Race Rules Meeting.
5. If a change/addition is made, the Race Rules Chairman shall publish it in the 4xForum, and send copies of the change/addition to the Region Tech Persons to make available to the racers in their region.

● **Race Number Members**

1. Race number payments shall be paid to the Region Tech Person in your region. The only exceptions are members-at-large, who can pay the Race Rules Chairman or any Region Tech Person for their race number.
2. Purchasing Race Numbers: M4x4A members not purchasing race numbers may be charged an additional \$3.00 per M4x4A sanctioned rally race/event and non-M4x4A members will be charged an additional \$5.00 at the club's discretion.
3. You will be issued a race number card which must be with you at all races and showable on demand when asked. These cards will be signed by the Race Rules Chairman and Region Tech Persons who will issue them to you.

● **Race Numbers**

1. Race Numbers Will Be of Four (4) Digits
2. First Digit will correspond to the racer's region (0-9).
3. Second and Third Digits will indicate the vehicle number from that region.
4. Fourth Digit to correspond to number of cylinders of vehicle.
5. EXAMPLE: 942 - Racer's Number
 - ? Region – 9
 - ? Racer – 42
- ? Cylinders – 8
 - a) Each number will be three (3) inch minimum size.
 - b) Numbers will be used for vehicle identification purposes only and not used for racing position.
 - c) \$1 Per Paid Race Number Shall Go Towards The 4Xforum

●**Protesting**

1. Any driver may protest engine, vehicle weight or equipment of any vehicle in their class. Protest must be made immediately after his class. \$10.00 fee. Checked with compression checker. Both parties will be checked.
2. Protester will submit protest fee immediately after his/her class. Tear down will be done day of protest not after all the competition is done for the weekend. The protest must follow current Race Rules Book only. NO EXCEPTIONS.
3. If an engine is protested, the host club must provide an enclosed tear down area. If the engine is legal for the class, the protester will pay for reassembly parts (gaskets, lost fluids, etc.). If the engine is illegal, current penalties apply.
4. When the weight is protested, the vehicle must be weighed on a clean, debris free scale. If protested, the vehicle must fall within the class protested.
5. Any driver and vehicle found by protester to be running out of class shall be barred and shall forfeit all awards.
6. Minor protests such as tire size, safety equipment, etc., will be made to the Event Directors who will call a meeting of the Race Rules Committee and the Race Rules Chairman. Their decision is final and the offender will forfeit all their awards.
7. The method of tire width and diameter measurement. The wheel may be jacked up and inflated with any air pressure at the request of the driver or owner of the vehicle. Both measurements must be taken with the same pressure.

●**Race Light and P.A. Rental**

1. M4x4A Clubs can rent the M4x4A Race Lights and P.A. Equipment for \$200.00 per rally weekend.
2. M4x4A Clubs hosting a M4x4A Sanctioned Event shall charge \$3.00 to each racer who is not a M4x4A paid race member.
3. Costs to replace bulbs in the Light Tree shall be paid for by the M4x4A race fund.
4. Costs to replace fuses for the Light Tree or P.A. equipment shall be paid for by the M4x4A race fund.
5. Costs to replace paper for the light tree computer shall be paid for by the M4x4A race fund. (2-ply carbonless rolls for Star Micronics Printers DP 8340).
6. Other expenses for the Light Tree or P.A. Equipment may not exceed \$150.00 without the approval of the M4x4a Race Rules Chairman and the Race Rules Committee. A written explanation of what needs to be done, why it needs to be done and estimates of what the costs are should be sent to the Race Rules Chairman and each member of the Race Rules Committee.
7. Any Light Tree and/or P.A. Equipment expenses that result from the hosting club's negligence shall be paid for by the hosting club. If the hosting club does not believe they were negligent, a written statement should be sent to the Race Rules Chairman and the Race Rules Committee. The Race Rules Committee will then rule on this issue.
8. M4x4A Clubs hosting a sanctioned M4x4A rally shall send ~~10% of their rally profit to the M4x4A~~ \$100 to the M4x4A in advance of the rally.
9. Approved repairs may be taken out of the Light Tree Rental.
10. The club hosting an event is responsible for all State Race Equipment, e.g., if the Light Tree or any part of the Light Tree Equipment gets run over during a race.
- ~~11. If a club chooses to not use the State's Light Tree or P.A. Equipment, they will be responsible for paying a 20% fee to the Sate from the profit of their rally to the race fund.~~

12. Non full-membership M4x4A clubs may hold an M4x4A sanctioned race for \$200, and must use the M4x4A Rules.

●*Proposing Race Rule Changes and Additions*

1. Any paid M4x4A Race Number Member may propose a race rule change or addition.
2. Race rule proposals must include the race number of the race member submitting the proposal.
3. Race rule changes/additions will be voted on at the October Race Rules Meeting.
4. New Race Rule Books will be sent to all Region Tech Persons who will distribute the new Race Rule Books to their region's race number members.

● **Obstacle Race Points Series**

Racers wishing to participate in the Obstacle Points Series must be M4x4A Race Members in good standing, and will need to "buy in" to the Points Competition at the Annual M4x4A Convention in April or May for an additional \$20 entry fee above and beyond the Race Membership. Awards will be presented at the Annual Convention of the following year.

Upon buying into the Points Competition the racer will be given a Points Sheet with a list of each scheduled Points Race. It is the racer's responsibility to retain this sheet and turn it into the Race Chairman (or RTPs who will provide the Sheets to the Chairman) by March 1st of the following year. Racers are responsible for making sure their Points Sheet is completed and signed by the RTP or Rally Chairman at each Points Race. Any racer that loses his/her Points Sheet will forfeit their entry in the Points competition.

The money collected as part of the \$20 buy-in will be dispersed as follows:

10% of the Points money remains in the M4x4A Race Account. A trophy for the 1st place winner will be purchased out of this 10%.
90% is cash payback, divided to 50/30/20 among the top three points earners for the season.

If there is a tie for 1st or 2nd place, the two purses will be combined and split evenly. If there is a tie for 3rd place, a second third place award will be made from the M4x4A race account.

The current Points Series is for Obstacle races only. A driver may enter the points race only once per season. Points can only be earned once per race day. If the racer competes in more than one class in a given day, only the lowest class's points are used.

Points are awarded as follows:

1 point each for starting a race, ending a race, and finishing 25th place or lower. A racer starting and finishing a race, coming in at 30th position, would earn 3 points. A racer that only starts and never finishes, would earn 1 point.

1st place = 50pts, 2nd = 48, 3rd = 46, 4th = 44, 5th = 42, 6th = 40, 7th = 38, 8th = 36, 9 = 34, 10 = 32, 11 = 30, 12 = 28, 13 = 26, 14 = 24, 15 = 22, 16th = 20, 17 = 18, 18 = 16, 19th = 14, 20th = 12, 21 = 10, 22nd = 8, 23rd = 4, 24th = 2pts.

●***Regional Race Committee Persons***

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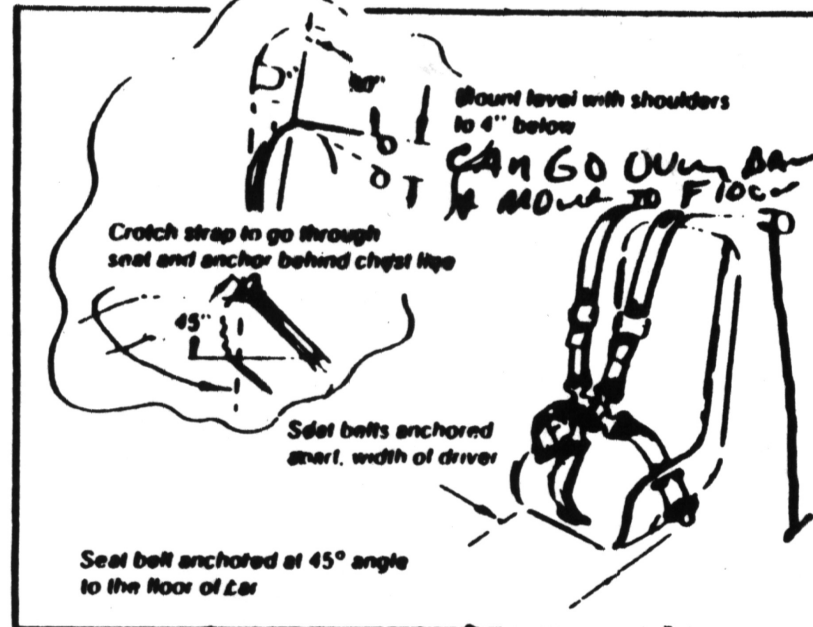
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LOLO MOUNTAIN JACKS:
Dave Cowen

●SEAT BELT MOUNTING

Sportsman, Camp & X



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