

Mud Bash 2016 Rules/Registration

1. All participants wanting to race will register starting at 10AM on Saturday April 30. Registration will end at 12:30PM sharp! Races will start at 1:00PM.
2. **Each registration will cost \$20.** This fee must be paid prior to the start of the races. If a participant is racing in multiple classes, he/she will pay the \$20 fee for each class.
3. All off road race vehicles are subject to inspection by officials and/or promoters, at any time and in any manner. All decisions by 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.
4. Officials will determine whether an off road racing vehicle meets the applicable specifications. A competitor must take whatever steps requested by officials, including tear down of the vehicle to facilitate inspection of the vehicle.
5. If an official determines prior to the race 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.
6. Races will begin on a lighted signal or green flag. Cease competition may occur for emergency or safety reasons.
7. The start/finish line will be indicated by the official prior to the start of the race.
8. At the beginning of the race, all race vehicles must maintain position until the official starter displays the **green** flag. 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 an official all race vehicles will maintain their race position and not be allowed to advance that position until the green flag racing is resumed. 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 officials, the track is unsafe to continue the race, or an emergency exist.
9. The cash purse and prizes will be given directly from Busco Beach to the designated race winner immediately upon completion of the races.

10. SINGLE CYLINDER 450CC AND UNDER/SINGLE CYLINDER ABOVE 450CC

A. All rubberized tires allowed. Custom cut of tires is allowed, but no material may be added to treads. No tracks allowed. No crush locks allowed. B. Gasoline fuel only at any octane level. No alcohol, Nitrous Oxide Systems (NOS) or any other additives allowed. C. Up to 3" shock bracket lift or shock pipe lift. D. 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.) E. Must use original factory engine mated to particular unit equipped with original jugs and heads. F. Must use stock or aftermarket shocks allowing suspension to travel. G. Engine modifications limited to jet kits, air filter, performance programmers, exhaust and big bore kits. Basic retail parts available to drivers may be used.

11. V-TWIN 700CC AND UNDER/V-TWIN ABOVE 700CC

A. All rubberized tires allowed. Custom cut of tires is allowed, but no material may be added to treads. No tracks allowed. No crush locks allowed. B. Gasoline fuel only at any octane level. No alcohol, Nitrous Oxide Systems (NOS) or any other additives allowed. C. Up to 3" shock bracket lift or shock pipe lift. D. 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.) E. Must use original factory engine mated to particular unit equipped with original jugs and heads. F. Must use stock or aftermarket shocks allowing suspension to travel. G. Engine modifications limited to jet kits, air filter, performance programmers, exhaust and big bore kits. Basic retail parts available to drivers may be used.

12. V-TWIN OPEN/SIDE X SIDE OPEN

A. All rubberized tires allowed. Custom cut of tires is allowed, but no material may be added to treads. No tracks allowed. Crush locks are allowed. B. Must use original factory frame and any ATV/UTV engine mated to particular unit. C. Additional Engine modifications such as alcohol, Nitrous Oxide Systems (NOS), superchargers, turbo systems and big bore kits are allowed. D. Production and custom suspension lifts, extended A-arms, extended swing arm, extended trailing arms and other modifications are allowed. E. No hydraulic steering or hydraulic powered transmissions or drive train. F. During SIDE x SIDE race, both driver and passenger must remain in seat during race. Driver and passenger must keep their arms and legs inside UTV at all times, or they will be subject to disqualification. Only under severe rollover (rollover or crash) circumstances may a driver or passenger exit the UTV.

13. Each ATV is limited to two classes. Drivers may race up a class but not down a class. Drivers may run any ATV that qualifies for the class in which they are registered.

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

15. All decisions by officials at the race, involving race procedures and outcomes are final and may not be appealed.