

SPECIFIC TOUR RULES: TRUCKS and BUILD SPECS

The intention is to take the Salvas Sportsman Rules for 2015/2017, and adapt them for a fun, entry-level RC division with a touring element. It should remain an affordable division to compete as box stock as possible level, with a few changes to accommodate the series implementation.

Preface:

If the rules do not say you can, then you can't.

If you THINK you can, you should probably ask.

We will follow the stock Salvas Mudboss rulebook employed at each North East MudBoss Series event and sanctioned Charter Tracks.

Official's decision is final.

The rules below are simple. Its to be a fun, spec class, allowing for comeptition on fairly equal grounds for everyone. This class is meant to be about driving ability and adjustability. There shouldn't be secrets or trickery. Cheating is thoroughly frowned upon. It should be fun, and open to all skill levels and driving abilities.

1.0 BODY

Salvas MudBoss body only (2014, 2015, 2016 and 2017 version)

1.1 - Any minor modification to the body must be approved before being allowed

1.2 – To be approved, body must have a window opening between the A and B pillars. No vents, full windows only.

2 CHASSIS

2.1 – Stock TRAXXAS 2wd (SLASH or RAPTOR) chassis only - No LCG chassis

2.2 - Original MFG suspension parts only, no other parts allowed (such as from RPM)

2.3 - Original MFG chassis parts only, no aftermarket hop-ups, no optional aluminium parts

2.4 - Front bumper, right side bumper and front body post brace must be removed

2.4.1 - TRAXXAS front optional bumper (TRA2735) can be used (angled up/down)

2.4.2 - Left side and rear bumpers can also be removed (if desired) **rear RPM bumper is allowed: The RPM Rear Bumper part #'s 81005, 81003 are the only (RPM) part that can be used**

2.5 - Major alterations to the chassis or modification to drivetrain/suspension components is not allowed

2.6 - Electronics (rx/esc/amb) must be installed within chassis surface (no outside installation)

2.7 - Battery brace can be trimmed to allow different LiPo battery wire configuration

3 ELECTRONICS

3.1 - Stock TRAXXAS 12t brushed motor with xl5 esc only (NO BRUSHLESS SYSTEMS) in Race mode only

(NO Reverse) if found using Reverse you will stop being scored and will loose your best qualifying run that evening

3.2 - Spec ESC: XL5 only - no timing (boost / profile available)

3.3 - Original TRAXXAS 2075 servo

3.3.1 - The “SAVOX SC-0252MG Digital Servo” is allowed

3.4 - it is allowed to 'pin' the servo saver(white) or bell crank(black)...be advised the servo gears might get broken under a heavy crash!!!

3.4.1 - original TRAXXAS plastic servo saver/bell crank only (white or black system) it is allowed to mix the components (ie.. black servo horn with white bell crank)

3.4.2 - It is allowed to use a solid (one piece) servo horn (any brand)

3.5 - 2-cell 7.4v LiPo battery with a maximum of 5200mah and 50c, with external plug only (no “bullet type” connector)

3.5.1 - 7-cell 8.4V 3300mah NiMH Stick Pack alternate is allowed.

3.6 - Any radio is permitted.

3.7 – No modulation assists, no gyros, no traction control. First found will result of forfeit of that events results up to the point of discovery. Drivers found will be put to rear of order in heats, or last feature if mains are on the line. If mains have started, driver may be disqualified in full. Second time, forfeit of season points up to that point and disqualified from that event. Third infraction, disqualified from NEMB Eligibility for duration of cycle. If found a fourth time, you will no longer race with NEMB.

4 ADJUSTMENTS

4.1 - TRAXXAS 86/90 spur with all transmission parts in place (slipper)

4.2 - Any pinion size

4.3 - No modifications can be made to the transmission’s case (ie.. to allow a bigger gear ratio)

4.4 - The gear cover must be off at all times to allow for visual inspection (CARPET)...and removed if asked (DIRT)

4.5 - The only adjustments allowed to the car are those allowed by the original MFG components of the car

4.6 - You are allowed to use any original wheel spacer combination (Black, Grey or any combination of both)

4.7 - Transmission functionality rule (motor can not spin while turning slowly one rear wheel a full turn)

4.8 - Traxxas SLASH *STEEL* transmission gears only (internal plastic transmission gears not allowed)

4.9 - Adding weight (in any way) is not allowed, wheel balancing is allowed (sole purpose of balancing, not to add weight)

5 SUSPENSION

5.1 - TRAXXAS 2WD plastic shocks only (grey or black version) (fronts in front, rears in rear)

5.2 - Original Rear (TRAXXAS 5858) and Front springs (TRAXXAS 5857) (no LCG kit springs or aftermarket springs)

5.3 - Front springs may be cut in order to shorten them (no more than 5 round removed)

5.4 - The shock’s travel may be shortened with internal shims (ie..fuel tube or solid shims...)

5.5 - Original shafts in original cylinder (length and type in proper cylinder)

5.6 - Original pistons from kit only (original 1,2 or 3 hole), no modifications can be made to them

5.7 - No front bump stop suspension, a single original blue bump stop can be used per rear shock (not mandatory)

5.8 - No shimming allowed (to reduce slop in suspension parts)

5.9 - All suspension parts must remain in original positions it was designed for

5.9.1 - rear camber links must remain in original height /lower position (upper hole on shock tower not allowed)

6 TOUR TIRE RULES

6.1 - No tire traction additives, Only a soft cleaner can be used for the sole purpose of cleaning the tire (ie..Simple Green)

6.2 - All surfaces: JACO 2040 or 2050 Pink Compound Tires Only with a durometer reading at 30. LP options are allowed. (May groove / cipe / true) if desired but not necessary

6.3 - Carpet: JACO 2055 and LP options allowed

6.4 - Loose Dirt: TRAXXAS “spec” rubber tire/wheel/inserts only, any combination of those (ie..4 fronts, 4 rears, 3 front 1 rear...) (part# TRA5863-64-71-73-75)

6.5 - Plastic Wheel cap are allowed with a max dia of 3.125” and must be secured with a min of 2 screws/wheel

SPECIFIC TOUR RULES: COMPETITORS

Points at all regular events: 100-97-95-94-93-92-91-90 on down; +1 for TQ

Any event with a car found illegal before mains start will be full point paying events.

All races over 150L pitstops are allowed; over 200L pitstop is mandatory

In-Race Breakdowns: If you take the car off the track, it may come back on in A-Mains only. In main events allowing a pitstop if not yet taking pit stop, then you may make repairs and count it as your stop.

Tech will be both planned and random.

Batteries will be tested before the racing, and before mains, along with spares for extra distance races, and all elements above checked visually before going to the track. Batteries over the tour spec on the tour meter will be burned down during the first round of heats, then sent to the rear for the second round and not allowed to race in A-Mains.

Protest rules: If a competitor wants to protest a car there will be a \$20 fee that needs to put up with in 5 minutes after a race and specified what you want Tech'ed.

Tech will only consist of 1 item only (ie:) Motor, Shocks, Battery, Speed Control, ect.

If the car is found legal \$10 goes to the legal car and \$10 goes to series.

If found Illegal the protester will get the \$10 and \$10 goes to series.

Cheating: If caught cheating by protest or in tech, you will forfeit all points up to that point, and those events will count as your drops. If caught a second time, you will sit out a race and lose any remaining drops. Third offense: you will no longer be welcome to participate on the tour.

Rough driving: Races, above all, should be fun. They should also be clean, and fair. If a driver is determined to be out of control, rough driving or head hunting, they will be warned openly, and if it continues, they will be pulled from the heat or feature in which the offense was committed, but allowed to continue racing that day. A third offense in one day will result in a loss of points for the day and it cannot be counted as a drop. A second instance of rough driving or a pattern of this habit may result in further action, including being parked for a period of races, or losing drops.

This is to help expand and meet the requests of local drivers and tracks around the northeast. It is to be a positive and constructive environment, and not to turn into a hub of complaint.

Timing Clause: In the rare case of a timing error: Any racer timed under 4 minutes will have their lap rounded up to the next, anything longer than 4 mins will be recalculated, using 240 seconds divided by the average lap time to get laps; laps will be rounded up to the next nearest lap.

Attendance clause: Drivers who leave before the main will be awarded points based on their order after all drivers competing in mains are awarded points. If a driver is seeded, for example, in the B-main, and the order of the day includes an E-main, all drivers through the last-finishing active driver will be scored, and then the departed driver(s) will be scored based on their qualifying spot, A-B-C-D and so on Mains behind those that actively raced in a preliminary feature. You must have one qualifying effort in the book and have been seeded in one of the mains to score points if you do not race in the mains