

!!!! Warning !!!!

Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Motor vehicles should never be used by minors without parental consent or supervision. Your entry fee is fully refundable if you find the course unsuitable for your abilities or equipment.

All Events

All Events are Pro/Am where applicable. You may enter more than one class as long as you meet the criteria. Rider registration MUST be done online prior to the event or at registration area by 10 am day of race. Entry is refundable if there is a conflict in event schedule.

Cash Prize: Race fees after a single \$10 per race type member charge are 100% racer pay-back. 1st = 50% - 2nd = 30% - 3rd = 20% of class accumulated pot. Most event winners will also receive a medal, trophy, or dash plaque

We do not accept during-race entries or re-buys

See Schedule at Trailrex.com for Race Times. Number of entries will dictate exact schedule and payout.

Racers:

Vehicles to Tech at least 2 hours before races start – Mandatory drivers meeting 30 minutes prior to each event
Your entry includes 2 wristbands that allow access to the track and pit areas during practice and qualifying. This wristband also provides access to the Racers Section to watch the race. General Gate entry ticket does not include pit access. You will need to purchase a wristband for any additional mechanic or assistant. You are allowed two additional pit entry wristbands for each event you are racing.

Additional Pit Pass wrist bands can be purchased at the pit gate for \$5.00

Must be 16 or older to enter pit area

General Truck/Jeep/Buggy Rock Crawling Rules and Information

DRIVERS PLEASE READ THIS INFORMATION

Drivers must show proof of a legal driver's license and be at least 16 years old

Only 1 driver per vehicle, no passengers allowed

DOT helmet required

Drivers must attend driver's meeting prior to the

Race order will be determined at the drivers meeting

Drivers and pit crew must not be drinking or smell of alcohol and drivers must not be using illegal drugs. Event Management reserves the right to have the Police department check the driver's condition if we feel there is a problem with drugs or alcohol

Drivers are responsible for their vehicles safe condition, operation and safety equipment.

Drivers are responsible for their own actions as well as the actions of their pit crews

Drivers are responsible to inform the track official in the proper tow hook up of their vehicle

Drivers are expected to go to the staging area and to be ready to race when the Track officials ask you to. Officials will instruct drivers to line up in run order. Drivers will have a ONE (1) minute grace period to be on the line and ready to race. If unable to meet this time frame, they will be disqualified for that run.

Roll bars, fire extinguisher, neck brace or any approved safety device is strongly recommended. (Rollbars required if vehicle does not have a hardtop)

Must have seat belt, or racing type harness

Foul or Abusive Language will NOT be tolerated

Disrespect to other racers, race officials or spectators are grounds for immediate disqualification and possible removal from the grounds without refund

Management reserves the right to inspect and disqualify any vehicle at anytime.

All vehicles must come to a COMPLETE STOP after crossing the finish line. Failure to do so will result in disqualification for that run. Failure to comply with the above will result in immediate dismissal from the race, with all monies forfeited

All racing vehicles must have VISIBLE hookups on both front and rear to be used for pulling vehicle out of the track.

Vehicle must not have any obscene language on it

Roll cages and racing type seat belts are recommended

Open top and structurally altered (cutting or weakening from OEM standards) vehicles must have a minimum of a 6-point cage, preferably an 8-point.

Unaltered cabs OK but recommend a 4-point cage.

ANYTHING falling out during the race will result in your disqualification.

Class List

All vehicle modifications may not be classified by the following class outline. Event Management may use their judgment to move a vehicle with an unfair advantage due to modification to a different class other than the class selected.

Class 1 Street Stock

33" or smaller tire DOT approved (readily available to the public).

NO "stickys". No long arm suspensions (no aftermarket arm 3 inches longer than factory).

Suspension must be of a type as used by factory (no air shocks, air bag or coil over suspension unless factory).

No altered wheelbase more than 3 inches.

No ram or hydro assist steering.

All factory axles allowed (I.E. Ford Bronco can run a 9-inch).

The following REAR axles upgrades are allowed: 8.8, Dana 44, Toyota, Dana35, AMC 20, Chrysler 8.25, Ford 9", Chevy 12 bolt.

No rear steer.

Springover axle flips allowed.

Aftermarket axle shafts allowed.

One locker ONLY but not mandatory (Factory Limited Slip is NOT a locker) (rear factory LSD's are allowed along with one locker). Any vehicle with 2 lockers may not compete UNLESS one locker can be disconnected manually and not used.

ANY use of 2 locker's will mean immediate disqualification from the competition (if you have 2 lockers you may choose which one to use and manually disconnect the other. NO switching).

COMPLETE factory cage or add-on aftermarket cage a must IF the stock roof has been modified or vehicle has a soft top.

All Windshields must be upright and tied-in as factory, if not then a front passenger cage addition MUST be added along with a spreader bar.

Doors optional.

Tow points: must have 1 tow point front and rear.

No "comp cut" fenders or body (flat fenders are allowed).

Body cannot be modified for tire clearance.

Low-range kits allowed.

NO disengaging of REAR axles (no front dig/burn). Doing so will result in immediate disqualification.

Aftermarket gears allowed.

No independent wheel manipulation.

Class 2 Super Stock

34-37" tires DOT approved (readily available to the public). NO "stickys".

Long arm suspension's allowed (no more than 3 inches longer wheelbase than factory).

Springover kits allowed.

Suspension must be of a type as used by factory (no air shocks, air bag or coil over suspension unless factory).

Ram or Hydro assist steering allowed (no full hydro).

Aftermarket axle assemblies allowed (I.E. 8.8, 9", 12 bolts, 60's) (I.E. no tractor axles) (Axles must be readily available).

No rear steer.

Aftermarket axleshafts allowed.

ONE locker MANDATORY front or rear. TWO lockers allowed.

COMPLETE factory cage or add-on aftermarket cage a must IF the stock roof has been modified or vehicle has a soft top.

ALL vehicles must have windshield spreader bars (sorry CJ guys!). Windshields on Jeeps must be upright and tied-in as factory, if not then a front passenger cage addition MUST be added along with a spreader bar. Must be safe and secure.

Doors optional.

Winch optional.

Tow points: must have 1 tow point front and rear.

Minor body trimming and "comp cuts" allowed.

Low-range kits allowed.

NO disengaging of rear axles (no front dig/burn). Doing so will result in immediate disqualification.

Aftermarket gears allowed.

No independent wheel manipulation.

Class 3 Modified Stock

37" or larger tires.

Long arm/springover allowed.

All suspension types allowed.

All axle assemblies allowed that are of automotive design (no tractor axles, portals, etc., unless factory).

Comp cut, body trimming allowed.

All transfer cases/kits allowed.

No rear steer.

Seats must have 4-point harness.

Driver compartment area forward must be intact (frame, firewall) and resemble the original vehicle in some way, shape or form but rear of truck can be tubed out.

Front and rear burn/dig allowed.

No independent wheel manipulation.

Class 4 Unlimited

Comp vehicles and full buggies ("moon buggies") are allowed in this class for amateur drivers.

Seats must have 4-point harness.

No independent wheel manipulation.

Pro teams allowed.

Absolutely No one under 16 years old in the pit area!

Event Management MAKES NO REPRESENTATIONS OR EXPRESS IMPLIED WARRANTIES THAT COMPLIANCE WITH THE RULES AS WRITTEN OR ANY ADDENDUMS TO THOSE RULES WILL GUARANTEE AGAINST INJURY OR DEATH, OR DAMAGE TO PERSONAL PROPERTY.

4x4 Truck/Jeep/Buggy Rock Crawling Rules/Scoring

1.1: Course Time

Every team will have ten (10) minutes to complete each course unless otherwise specified at the event meeting. Once the time has expired, the vehicle must be removed from the course using the quickest allowable route possible. Time will start once any part of the team enters the course. Time will stop once any two tires cross the imaginary line between the finish gates. Vehicles may not straddle any finish gates to stop time. If the vehicle hits a finish gate while attempting to exit, time will be continued and the cone will be counted until two tires run in between the finish gates. This is set to clear confusion about hitting finish gates before vehicles cleared the gate.

1.2: Reversal

One point is issued for a purposeful reversal to the competitor. A purposeful reversal or back up is considered when a driver puts the vehicle in reverse and backs or pushes in the clutch and rolls back. A back is not counted when the obstacle pushes the vehicle back, unless an advantage is gained during the process. A reverse in an attempt to save a rollover is considered an infraction and will receive backing points. A backing penalty is also counted if a team uses a "reverse burn." If a team starts the course in reverse, they will immediately receive one (1) point for backing and everything will be judged as normal. If the team completes the course in reverse (never making a change in direction), the point for reverse will be removed from the score.

1.3: Gates and Cones

Each obstacle is marked with cones, and other “hazards” like marked bushes and trees, ribbon, banners, flagging, flags, etc. Ten (10) penalty points will be issued for every cone or hazard touched. If the spotter, winch cable, pull strap, vehicle contents, etc., touch any cone or hazard, it will count the same as if the vehicle had touched it. A cone does not have to fall to be counted; it only needs to be touched at any point, including its base. Cones that fall due to exhaust, wind, and unstable rocks will not count as a touched gate unless a vehicle’s tire or axle crosses the original “intended” location of that cone. Once a cone is touched it is considered disqualified from that obstacle for the team who touched it and may not be counted for a second contact, though its original “intended” location remains for consideration on an “Out of Bounds” penalty.

Rock stacking to allow a “bridge” over a cone will not be allowed. This included building high points on each side of the cone with the intent to put the cone in a valley. While attempting to clear a gate, a vehicle may not “float” a tire or axle over a cone. Any tire or axle crossing the vertical plane of the “intended” location of a cone, even without touching it, will be penalized the same as if it had touched the cone.

Gates are designed to lay out the course; however, a competitor may exit a gate and return through the same gate without points or obstacle disqualification in areas designated and advised by the official. Competitors must stay within the roped-off areas that define the course. Materials used to define a course may not be driven over, driven under, or be touched by the vehicle. Exceptions to this must be approved with the Judge prior to starting the obstacle. This is to ensure that the area is cleared of spectators so that safe passage may be made. The Judge has the right to disallow any diversion off course.

All gates must be taken in the order intended by the course designer. To ease navigation, all intermediate gates will be marked, in order, from start to finish.

The course is designed to be driven between the cones. If, while attempting a gate, the vehicle is so far off-line that at least three tires do not place/travel on or between the set of cones or gate, they will be declared “out of bounds” and will receive 40 points for that obstacle. The team does have the option of re-trying the gate. In the case of this happening, the team will receive all points acquired while on the clock up to the 40 maximum points allowed. Any vehicle bypassing a gate entirely, intentionally or not, will also be declared “out of bounds.”

1.4 Bonus Gates

In an effort to reward those who wish to attempt higher difficulty lines, Bonus Gates may be included throughout the course. Bonus gates are optional and will be marked or colored differently than a standard gate (Blue). Blue bonus gates are worth minus 10 bonus points plus a progression point and are counted after the rearmost portion of the vehicle clears the imaginary line defining that gate. If bonus gates are hit, they count as any other gate, but bonus credit is still earned if the gate is then cleared. Bonus gate credit will NOT be earned if the entire course is not completed. A team that attempts and fails a bonus gate may choose to return to the original departure point of the normal course to attempt to complete the course within the remaining time. All points accrued during the bonus attempt and return to the normal course will be counted. Additionally, there MAY be areas of the bonus gate where no backing points will be issued. These areas will be called Strategy Zones and they will be discussed at the Event Meeting. These points are not taken off a team’s score until they complete the obstacle, so they are not related to “pointing out.”

1.5 Pointed Out/Timed Out

The maximum allowed points for a course are 40. Points accrue and if the total reaches 40, the team is “pointed out.” The team receives 40 points on their score sheet and moves to the next obstacle using the quickest allowable route possible. If the time allowed on an obstacle runs out, the team is “timed out” and moves to the next obstacle. Any “progress points” or “bonus” points earned are NOT counted against the penalty points accrued while the clock is running. They are kept separate and added after the course is completed, timed out, or pointed out.

1.6: Progress Points

To reward teams for progress through a course, “progression points” are given for each intermediate gate completed. One minus point is credited for each intermediate gate completed, and is counted after the rearmost portion of the vehicle clears the imaginary line defining that gate. If an intermediate gate is hit, it counts as any other gate, but progress points are still earned if the gate is then cleared. The Start and Finish gated will not be credited as progress gates. Progression points will be credited once cleared and are the only credit points retained if the course is not completed. Progress points will be given for every set of gates cleared, including Bonus Gates. These points are not taken off a team’s score until they are done with the obstacle, so they are not related to “pointing out.”

1.7: Rear Steer (Class 4 Unlimited Only)

To ensure consistency and exactness of scoring, rear steer penalties will be issued only one time per obstacle. Rear steering will be assessed five (5) points per obstacle once it is used on the obstacle. Rear steering can only be used by Class 4 Unlimited vehicles.

1.8 Rock Stacking

Any rock, log, or other item found naturally in the course vicinity may be used to help a team’s progress through a course. A team may go outside their current course’s boundary to locate rocks and wood, but they may not take any from a different course. To ensure fairness, teams are not allowed to “pre-set” rocks and wood and will be called for unsportsmanship and a penalty of 10 points if they are found to be moving anything prior to the start of their time. It is acceptable to “look” for these items, just do not move them unless you are on the clock. Any “outside” help in rock stacking will also be questioned for sportsmanship. To promote safety, no rocks or wood are allowed to be stacked within two feet of a moving tire. If this rule is violated, a penalty of 10 points will be assessed for each occurrence. A common practice of having a spotter stand on a rock during a “burn” to keep the rock in place will also carry a penalty of 10 points.

When a team has completed a course, they will be given an optional 3-minutes to “unstack” the course. They may only move rocks that they stacked during their attempt on the course. Any rocks moved must be returned as close as possible to their original location. Any team seen intentionally moving rocks to a more difficult location than their original placement, or destroying/breaking rocks or logs, will be penalized 10 points for unsportsmanship. Furthermore, if a team rolls a rock downhill and cannot move it back uphill, they must leave that rock in place. Rolling it further downhill will bring sportsmanship into question.

1.9: Spotter Manipulation

The spotter may not touch the vehicle in an effort to aid movement unless the vehicle is in park with the emergency brake set and the engine is turned off. A 10 point penalty will be assessed without any warnings. The vehicle must be completely stopped (including tire movement) prior to spotters touching the vehicle or reaching into the passenger compartment.

Teams may attempt to “right” a vehicle in the event of a tip-over. Vehicles must be in park or gear with emergency brake set, prior to righting. The driver and spotter may try to upright a vehicle without pointing out but outside assistance will result in a point out. Spotters touching a rolled vehicle while it is moving will NOT receive a warning, they will be assessed a penalty of 10 points.

1.10: Spotter Strap

If a team uses a spotter strap, an 8 point penalty is assessed. Straps used by the spotter must be long enough so that the spotter is never closer than 15 feet from the vehicle in any direction, and 20 feet from the front of the vehicle. The spotter rope must be marked as 15 feet with either of the following: a knot, several layers of duct tape or paint in a different color as the rope. Violations of this safe distance carry a penalty of 10 points after a warning is given. Spotter ropes must be approved at Tech. Non-approved rope includes rope with cuts and abrasions of over 25 percent of the rope width deep.

1.11: Tools

Vehicles must pass through an obstacle under the power of the vehicle and spotter. Therefore, tools may not be used. Tools are considered as any item used as a means of leverage or bridge building that is brought with the competitor and not found naturally in the area surrounding the obstacle.

Tools when used for repair of the vehicle are not subject to a penalty and must be carried inside the vehicle. Tool boxes and other supplies for repair must be securely fastened to the vehicle and must contain some sort of positive locking mechanism. Vehicles with tools must enter through Tech with the tools in the vehicle so safety inspectors may check for proper standards. Teams may only use tools that came in with the vehicle or carried in by the spotter. Rocks may not be carried in a vehicle.

Leverage: Leverage points on a vehicle are approved if they are a permanent part of the vehicle. Example: a welded-on pushbar would be allowed. A quick-detach pushbar that can be added and removed throughout the event would not.

1.12: Winches

Winching is assessed a 30 point penalty if used, per course. Winching is considered when a team hooks a winch cable/rope to any anchor and begins to load the cable/rope. A cable/rope is considered loaded as soon as it has tension on it. As an example only, a cable/rope that is off the ground but sagging has tension on it. We recognize that all pulls are not straight and therefore do not consider that a cable must be off the ground to be counted as taught. Each team may winch as many times as needed to complete the obstacle under the original winching penalty of 30 points as long as the winch point does not change or the rope/cable is not removed and then hooked back on. There are occasions where a Judge or Marshall may allow a cable/rope to be attached to an anchor for safety and no points will be issued as long as the winch is not used to pull the vehicle. This is called a safety cable. While winching, a winch-line weight bag must be used on any steel cable; teams must provide their own weight bags.

1.13: Breakdown Time

Each competitor is allowed 45 minutes of cumulative breakdown time per day of competition. If a breakdown occurs, the team may use the time left on the obstacle to begin repairs unless they have pointed out. However, the team must immediately move the vehicle off the course when they have timed out. Repairs and work done while on the obstacle clock must be performed entirely by the driver and spotter. Outside help coming onto the course will immediately “time out” the team and the vehicle must be moved.

No competitor has to start breakdown time until they are going to miss their next start. Teams may work on their vehicles without being on breakdown time up until 3 minutes after being called to start their next obstacle. Before that time arrives, the team needs to either have repairs finished or declare the start of breakdown time. After the 3-minute start leeway has passed, the Judge will not allow breakdown time to begin.

To start breakdown time, the team's scorecard must be signed by the Judge of the course where that team is about to miss their start. The Judge will mark the competitor's scorecard with the time of day and sign it. Once breakdown time has begun, a team has only 45 minutes to complete the repairs and return to the SAME course Judge to sign back in. The Judge will then mark down the time, sign it, and mark down the number of the vehicle the competitor is following. If it only takes 25 minutes to do the repairs and you have signed in and out properly, you will retain an additional 20 minutes for possible use later that day. If a team surpasses the allowed 45 minutes of breakdown time even by 1 minute, they will be disqualified for that day and receive 50 points for each remaining obstacle.

Teams who move to an obstacle out of order and without a Judge's signature on their scorecard will be disqualified for that day and receive 50 points for each remaining obstacle. If a team breaks down and is last in their group or has nobody behind them, the team then has 45 minutes or however much time is left of their breakdown time to complete the repair and line up for the next course.

1.14: Fluid Control/Tires

Teams must adhere to all fluid related rules. Excessive loss (meaning more than a few drops) of environmentally damaging fluids will result in a penalty of 10 points or are subject to disqualification after an initial warning. This includes water in tires. Once a tire has torn, the vehicle must completely stop and a spare tire must replace the torn tire. This is to prevent any lead or steel shot to be displaced throughout the air. Judges must call a Marshall to clarify the call when made.

1.15: Outside Assistance

Any spectator or team member in the course area assisting or assisting by electronic devices to the spotter or driver while the team is on the course could cause the competing team to be penalized or disqualified from that course as well as possibly causing their own expulsion from the event. In addition, no team may use any tools placed near, inside, or outside the course regardless of who places the tools. Determination and investigation of this call will be made by the Marshall. Determination factors will include but are not limited to: whether the person or persons are with the team in question, whether the person or persons are affiliated with another team, or whether the person or persons are spectators only and have no affiliation.

Sportsmanship is the responsibility of everyone so be sure to warn your friends and teammates of the image they portray. This activity is called cheating and makes everyone look bad.

Team members consist of the driver, spotter and vehicle; therefore only the driver and spotter can communicate through electronic communication devices while on the course.

1.16: Out of Bounds

Each course has an out of bounds line determined by stinger banner and pylons that help delineate the call for out of bounds infractions. Due to the competitive nature of rock crawling and the materials used for delineation, a process will be used to determine the out of bounds infraction. The process follows as:

Once the competitor starts to touch the out of bounds, the driver or spotter will be given a warning of the infraction, the competitor has the option of backing up or positioning the vehicle without incurring the out of bounds infraction (all other infractions such as reversals and gates will be penalized).

If the competitor moves further towards out of bounds, the team will then receive 10 points and another warning of disqualification.

If the competitor moves further towards out of bounds, the team will receive disqualification.

If the vehicle makes a sudden movement into the out of bounds area, the team will receive no warning and disqualification will be issued if 50% of the vehicle is located out of bounds.

MISCELLANEOUS RULES

2.1: Changing Vehicles

All teams must complete each event with the one vehicle they began with. Switching vehicles during an event is not allowed.

2.2: Driver Order

The order of competitors is based on a random-draw system. Once the running order in each group is selected, it will rotate as the group moves from course to course so everyone has an equal opportunity. Any competitor who chooses to tech late will be placed at the beginning of a group. Teams may be moved to other obstacles in the event of a bottleneck. Special terms may be allowed (example: walking the obstacle), if a team is moved out of order to a different obstacle number.

2.3: Event Meeting (Driver's Meeting)

All competitors must attend the Event Meeting. This will be at the tech-check-in site following the close of tech. Specific information is given at these meetings, as is posting of running order and staging assignments. Failure to attend is not an excuse for infractions or not knowing information given at the Event Meeting.

2.4: Late Registration

Teams who fail to make tech-check-in prior to close of tech, may tech and check-in late, but will be charged a late fee of \$30. Any team not making tech on time will run at the beginning of a group.

2.5: Spotters

Spotters may not touch the vehicles in an effort to manipulate the position of the vehicle and will be penalized 10 points without warning. Spotters may pull on spotter straps with the understanding that there is a penalty for doing so.

2.6: Spotter Straps

Straps and Carabineers used by spotters for pulling must be approved at tech. Straps with "hand loops" are not approved if they could possibly "trap" the hand when taught. The recommended minimum standard for all spotter ropes is 3/8" Kernantle Rope (core-sheath, static line). All spotter straps must be long enough so that the spotter is never closer than 15 feet from the vehicle in any direction, and 20 feet from the front of the vehicle. A 15-foot rope that is pulled at an angle would place the spotter closer than 15 feet from the vehicle and is illegal. Spotters pulling from a distance less than 15 feet will result in a 10-point penalty.

Spotters may not wrap the strap around any part of their body. Attachment devices (carabineers) are to be made from magnetic steel or aluminum and have a tensile strength of 22 kn or 4,796 lbs (1 kilo-newton {kn} = 218 lbs). Carabineers may not be directly attached to the vehicle at any time. Leader ropes or built-in leaders on the strap must be used.

2.7: Sportsmanship

During all events proper sportsmanship is required. If a competitor or team member (including backup help) promotes unsportsmanlike behavior, is rude or abrasive to officials, event staff, local authorities, or park staff, they and/or their entire team may be disqualified from the current event and/or future events. Our goal is to promote a respectable sport and promote sponsoring companies in a professional light. Therefore unsportsmanlike behavior will not be tolerated.

2.8: Protests of Judge's Ruling

Judges have the final say in all cases save for a misunderstanding of a rule. We recognize that there will be, from time to time, errors in a Judge's call. Marshals can overturn a Judge's decision in cases of misunderstanding of rules or in extraordinary cases. This is true whether the points are given to a team or taken away. A Marshal will not overturn a Judge's "judgment call" (i.e., a call on a cone, out of bounds, reverse, bushes, etc.). If a call comes into question during a team's attempt on a course, the competing team should call a time-out immediately. The course Judge will stop the time and the problem will be addressed through the Judge or Marshal. One team protesting another team does not stop the clock. The protesting team must wait for the completion of the obstacle before issuing protest. One team may not protest another on "judgment calls", as described above, unless there is a clear misunderstanding of the rules.

If the protest cannot be handled "on course" to everyone's satisfaction, a formal protest may be issued in writing within 30 minutes of the completion of the day's competition. If a team is considering issuing a protest, please give the courtesy of notifying a Marshal as soon as possible, so scoring officials can be made aware of potential changes. All formal protests must be submitted to a Marshal and a meeting of the Marshals still present will be held to determine the outcome. Their decision is final. Treatment of Judges, event officials, and volunteers falls under sportsmanship.

2.9: Protests for Vehicle

Only competitors may challenge a vehicle as to its compliance with the rules. In doing so, the challenge must be made no earlier than 6 a.m. of the sign-in day and no later than 12 p.m. of the final day of competition for the specific event. This must be done in writing and given to a Marshal who will then review the vehicle in question. Any costs for such a review (mechanics' costs, etc) are the responsibility of the competitor making the challenge. The Marshal, having reviewed the vehicle and finding an infraction, will take appropriate action up to and including making the challenged team correct the problem, assign points against the vehicle's team (from 1 to 40), or disqualify the vehicle and/or the team from the obstacle(s) or the entire event. Only items that would be considered a competitive advantage or gross safety violation will be considered for disqualification. If the Marshal reviews the vehicle and finds all in order pertaining to the challenge, the challenging team will be assessed 30 penalty points.

SAFETY

The Judge has the right but not the responsibility to advise spotters and drivers of unsafe acts. Further, any act deemed unsafe by a Judge is to immediately be discontinued. Failure to comply can result in an immediate point out and the team will be asked to move on to the next obstacle.

Further, that the driver or any other person in a vehicle participating in an event may choose to bypass any obstacle. Although safety is everyone's concern, the final responsibility rests on the competitors. Competitors can, at any time, choose to bypass any obstacle or area where they feel uncomfortable or unsafe driving.

Safety requirements include, but are not limited to:

3.1: Seat Belts

Seat belts must be worn at all times while driving or riding in a vehicle during an event. This includes all passengers and time ran between courses as well as time to and from the event site. Any competition vehicle observed with persons "hanging onto" the vehicle unrestrained by a seatbelt will be first given a warning. Additional infractions the team will be assessed 40 points.

In addition, because of the amount of pedestrian traffic in and around the competition area, competitors are reminded to drive slowly and use caution around pedestrians while driving to and from the competition and pit areas. Pit bikes, quads, and other similar forms of transportation are not permitted near the course or in the pits.

3.2: Winch cable/rope

An approved winch cable weight bag must be used prior to tensioning any steel cable. We highly recommend that competitors use winch rope.

3.3: Loose Articles

All items must be securely fastened to prevent injury in the event of a rollover. Coolers, misc. parts, and so forth are to be removed from the vehicle prior to each obstacle.

3.4: Fire Extinguisher

Two "completely full" fire extinguishers must be mounted on the roll cage on both the right and left hand side of the driver. Extinguishers should not be mounted close enough to fuel cells or potential fire hazard areas that would make it dangerous to obtain. Halon systems are recommended.

3.5: Helmets

All competitors riding in a vehicle must wear a DOT/Snell approved helmet while competing. Spotters must wear head protection (soft material not permitted) while on an obstacle. Helmets that continue to below the ear are highly recommended for drivers.

3.6: Medical Conditions

Teams must advise a Marshal of any medical conditions they may have that would affect their ability to perform or become a concern during competition (seizures, diabetes, etc.)

3.7: Handles

Handles are recommended on the roll cage. These are to be mounted so that in the event of a rollover the hand is safe. Holding onto the outside of the cage is not allowed.

3.8: First Aid

First aid kits containing medical tape, gauze, band-aids, and wrap are required in each vehicle.

3.9: Injury Report

Any competitor (or someone on their behalf) must report any injury to a Marshal prior to leaving the premises

3.10: Drugs/Alcohol

Drugs and alcohol will not be permitted in any degree during competition. Competitors who are found to be consuming or are under the influence of drugs or alcohol during competition will be disqualified from the event. All series points will be forfeited for the specific event. Further, disqualification for the remainder of the series is possible.

3.11: Emergencies

During an event, a team member may be replaced by an alternate due to an emergency, with approval from a Marshal. The vehicle must remain the same through an entire event.

3.12: Firesuits.

Firesuits are recommended for all drivers. Firesuits used may be listed as the lowest grade and may be a 1 or 2 piece suit.

TIE BREAKERS

For individual events: If, at the end of a competition, 2 or more of the top 10 competitors have the same “event point total”, a tiebreaker will be used to determine finishing position. During the Event Meeting, Course A-1 (unless otherwise specified at the Event Meeting) will be declared as a tiebreaker and the best score from that obstacle (including progress and bonus points) will determine the higher finisher. If a tie is declared on that obstacle, then the next obstacle in succession will be used, and so on, until the tie is broken. If B-5 is chosen and there is no B-6, then A-1 would be the next in succession. If inclement weather puts one competitor at a disadvantage, then they must be aware that “luck of the draw” sometimes does play a role. If all “tied” competitors did not have an opportunity to run the chosen obstacle, the next obstacle that all parties had the opportunity to run would be the tie breaker.

For the Series: If, after the last event in a series, two or more of the top 10 competitors have the same “series point total”, a tiebreaker will be used to determine the finishing position. The competitor with the most first place finishes will be the first tie-breaker. The second tie-breaker will be the finisher with the highest placing in the final event.

Event Management MAKES NO REPRESENTATIONS OR EXPRESS IMPLIED WARRANTIES THAT COMPLIANCE WITH THE RULES AS WRITTEN OR ANY ADDENDUMS TO THOSE RULES WILL GUARANTEE AGAINST INJURY OR DEATH, OR DAMAGE TO PERSONAL PROPERTY.

These rules and regulations constitute the minimum standards for competition and are intended as a guide for the conduct of the sport. The primary responsibility for safe condition and operation of racing vehicles in competition rests with the vehicle owner and driver. Management reserves the right to modify these rules at any time. Failure to abide by these rules is grounds for disqualification and possible removal from the TrailRex event.

Motorsports are inherently dangerous. You should take part in this competition based on your own assessment of your abilities. If you have not personally inspected the course, we urge you to do so. You have been provided an opportunity to practice under noncompetitive conditions. If you have not practiced, we urge you to contact the Race Director at this time. You are responsible for the quality and condition of your Vehicle and protective apparel.

The promoter does not provide medical insurance coverage. We urge you not to compete in Motorsports without adequate personal medical insurance coverage. If you have any doubts at this time about your personal abilities to participate in this event, if you have not adequately prepared yourself and your equipment, or if you believe your personal insurance coverage's are not adequate to compensate you for any loss that might occur, we urge you to notify the promoter who will refund your entry fee. Spectators witnessing these events thereby assume all risks for any injuries or damages resulting there from.