

GENERAL REGULATIONS



GENERAL RULES

- G1** No entrant, pit crew member or sponsor shall have any claim for damages, expenses, lawsuits, or otherwise against promoter, track operator, SCORE, its officers, agents or employees arising from damage to any vehicle, personal injury to the driver or monetary loss of any kind whatsoever.
- G2** Entrants, pit crew members, and sponsors waive any claim they may have against promoter, track operator, SCORE or its officials when they voluntarily participate in any racing activities conducted under these rules.
- G3** The Race Director or his designated representative shall have the authority to penalize, fine, disqualify, and/or suspend any entrant for the violation of these rules including but not limited to the special rulings and supplementary regulations described in **G6** and **G7**. Possible penalties are stated in GP3 in this rulebook.
- G4** Special rulings may be made by SCORE to account for conditions presented by the location of the race, the condition of the course, or any circumstance requiring such a ruling.
- G5** Special rulings issued from SCORE will be considered as official amendments to this list of rules and regulations
- G6** Special rulings or changes in specifications will not be in effect in any event until such rulings or changes are issued from SCORE in bulletin form, or at drivers/riders briefing prior to event. SCORE newsletters, web site postings, and emails will be considered as official bulletins.
- G7** Supplementary regulations may be issued for each event as necessary to amend, suspend, or modify existing rules and regulations.
- G8** SCORE assumes no responsibility whatsoever for delays, postponements, and/or cancellations of all or part of an event because of inclement weather, unsafe course conditions, and/or any other reason.
- G9** The Race Director will have overall responsibility for the conduct of any event conducted under these rules and regulations. The Race Director will either be the senior SCORE official present at the race or the individual assigned by SCORE to serve as Race Director. All official race personnel will be directly responsible to the Race Director.
- G10** All race participants and pit support crew members are subject to the various jurisdictional duties of all SCORE race officials, and may not subject any race official to improper language, abusive conduct, or other demeaning actions. Failure to comply with this rule is grounds for disqualification, monetary fine and/or suspension.
- G11** SCORE members are not employees of SCORE and are independent contractors who assume and take all responsibility for all charges, premiums, and taxes, if any, payable on any funds they may receive as a result of their participation in any event(s) as members of SCORE.
- G12** The checkpoint captains are the direct representative of the Race Director at their respective checkpoints. Their area of responsibility includes the racecourse 1/4 of a mile before and after the checkpoint.
- G13** SCORE control point radio communications are for the identification and safety of all entrants and participants. Every SCORE radio control point is given a mandatory "safety area" surrounding its location. This area is established by the control captain or as a 100-foot radius. No vehicles whatsoever other than emergency are allowed within the safety area. Interference with any SCORE controls is prohibited. All radio or other transmissions, which affect SCORE control communications, are strictly prohibited except in the case of medical emergencies.
- G14** Checkpoint captains will designate areas leading to and surrounding the checkpoint. This area is restricted to checkpoint personnel only. No support teams, pit crews, manufacturer personnel, chase crews, crewmembers, media personnel, photographers, or spectators will be permitted in the designated area. Failure to comply with this rule will subject the entry to disqualification.
- G15** The Race Director or his designated representative have the right to change the race vehicle numbers.
- G16** SCORE reserves the right to refuse any entry application.

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ENTRANTS

- GE1** Any entrant who fails to fully fill out and sign required registration forms and releases shall be disqualified and shall forfeit any prize money, points, and contingencies won in the particular event.
- GE2** No entrant or crew member may enter racing areas until he/she has signed all releases, registrations and/or entry forms. No person shall sign the release sheet for anyone other than himself/herself.
- GE3** The entry applications of persons under 21 years of age, or under 18 years of age in those states in which 18 year olds have been legally granted adult rights and status, must provide a notarized minors release executed by his/her parent or legal guardian.
- GE4** Any entrant who competes in a vehicle that he/she is ineligible to drive, and/or any entrant permitting such action, shall forfeit any prize money, points, and contingencies won in the particular event.
- GE5** Any entrant or pit crew member who permits a vehicle to be driven in any event by an unauthorized person, or who fails to notify race officials of any change of drivers during an event may forfeit all prize money, points, and contingencies won in the particular event.
- GE6** Deliberate, abusive nerfing, or bumping shall be reason for reprimand, penalty, disqualification and/or suspension at the discretion of the Race Director.
- GE7** All entrants must attend the Drivers' Meeting. Failure to comply may result in disqualification and/or fine. Roll calls may be made.
- GE8** If a Driver/Rider of record change is made after the event drawing, the number drawn by that entry will be vacated and will remain vacant throughout the duration of the event. The changed entry will be assigned the next available class number.
- GE9** A driver shall not permit any person other than a co-driver in co-drivers normal riding position to ride on or in any part of his vehicle.
- GE10** Pre-running at all SCORE events is a discretionary pre-race activity. Course knowledge is the sole responsibility of every entrant. Pre-running is the opportunity to preview the race course while exercising caution and proceeding at a safe, reasonable and controlled speed. The dates and rules regarding pre-running at each event will be published in the supplementary rules for each specific race. Reckless driving during pre-running is illegal under SCORE rules, as well as illegal under the traffic laws of the municipality hosting the event. Pre-runners are subject to the same public traffic laws that govern the general public.

DISQUALIFICATION

- GD1** Drinking of intoxicating beverages in the pits or the race course or on the surrounding premises by any person is strictly forbidden. Also, the use of narcotics (amphetamines or other stimulants, barbiturates or other depressants) is forbidden. No drugs acting like, or containing ephedrine may be used, unless written authorization is obtained and presented to the Race Director or his designated representative(s) prior to race day. Any entrant or crew member in an event who shows any evidence whatsoever of being under the influence of any of the aforementioned shall be disqualified, subject to suspension from all future events, and must leave those premises immediately at the direction of the Race Director or any of his authorized representatives.
- GD2** Any person who makes a false statement on a contingency form shall forfeit contingencies won in the particular event.
- GD3** Any entry application containing a falsified signature shall cause the automatic disqualification of the entrant and forfeiture of all prize money, points, and contingencies won in the particular event.
- GD4** Any entrant disqualified from any event forfeits all rights to any prize money, points, and contingencies and shall not be entitled to a refund of any portion of his entry fee.

LONG COURSE

- GL1** The maximum duration of an event will be set by SCORE.
- GL2** An entrant's official time of an event shall be the total elapsed time from its actual assigned starting time, as determined by the Race Director, until the vehicle crosses the finish line. Time spent refueling and at checkpoints is included in the elapsed time unless otherwise stated.
- GL3** The winner for each class shall be the vehicle that finished with the lowest elapsed time and meets all other criteria enumerated in this section, providing his time does not exceed the maximum duration set by SCORE, unless otherwise stated.
- GL4** All entrants must report all accidents and breakdowns they may have witnessed to the Race Official in charge at the next checkpoint the contestant reaches.
- GL5** Some visible means of warning must be placed on the road at least 200 feet in front of any accident or breakdown. Reflectors are recommended and at least two 15-minute flares are required to be carried on each 4-wheel vehicle.

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- GL6** Passing is not permitted within 300 feet of any flag crossing or checkpoint, except at the direction of a Race Official. Failure to comply with this rule will subject the entry to disqualification.
- GL7** Any entrant who must discontinue the race is required to report to a checkpoint crew or to the Start/Finish line that he is out of the race.
- GL8** All support aircraft, fixed wing or rotary, must register with SCORE 2 weeks prior to the start of the event. The registration must include aircraft tail number, pilot name and license number, and the frequency the aircraft will be using for radio support. All aircraft must monitor, respond to, and announce their location on air-to-air frequency 122.750 while in the airspace of the race course. In case of an emergency, SCORE will monitor 122.750 MHz while the SCORE Rescue Helicopter is in the air, otherwise SCORE uses 151.625 MHz as its race operations frequency.
- Transmissions from any aircraft to any race or support vehicle(s) are not allowed unless the aircraft is being used solely as a manual or digital repeater for ground crews. (*A manual or digital repeater is defined as a device or person that transmits messages unchanged from one person to another.*) SCORE will allow the aircraft to announce as a general broadcast on the frequency the aircraft is using for race support the following message(s): "aircraft is going off the air.", "Aircraft is going down to refuel and will be back on the air in minutes." SCORE's intent on radio transmissions is to not allow aircraft supported entries an unfair advantage over non-aircraft supported entries.
- No aircraft may be used to drop parts, tools, mechanics, pit support personnel, or otherwise create an unfair advantage over non-aircraft support entries. Aircraft shall not be used to transport a driver/rider of record, co-driver/co-rider to and from locations on course. This rule does not prohibit transportation of contestants to points on the course, so long as, at the time he/she is transported, he/she has not driven any portion of the course, or the contestant is being transported from the course and will not be further competing in the event. Aircraft cannot be operated in such a fashion, so as to constitute a nuisance or danger to the race vehicles, officials or spectators.
- All fixed wing aircraft must maintain a minimum altitude of 1200' AGL at all times within the confines of the race course. All rotary aircraft must maintain a minimum altitude of 500' AGL and 500' off the edge line of the race course when traveling with or against the direction of the race or when traveling near pit and/or spectator areas. All rotary aircraft below 1200' AGL must travel with the race course located on the left side of the aircraft, i.e. traveling with race traffic, aircraft will be on racer's right side, traveling against race traffic, aircraft will be on racer's left side. All rotary aircraft cannot land within a 1/4 mile of the race course in any area.
- Other than SCORE Medical aircraft, only under extreme circumstances may a fixed wing or rotary aircraft transport an injured person from the vicinity of the race course. Score must be contacted immediately when an aircraft observes an accident with injuries.
- Any violation of the aircraft support rule may be grounds for disqualification of the entrant and possible twelve (12) month suspension of the Driver of Record.
- GL9** All starting times and procedures will be published in the supplementary rules specific to each race. Any changes to the previously published information will be announced at the Drivers' Meeting prior to each event. A competitor who is late for his assigned start time will start at the back of the class that is currently starting. The elapsed time of a late starter begins with his designated start time, not the late start time. It is the responsibility of each competitor to arrive at the vehicle staging line in a timely manner.
- GL10** Every vehicle at all SCORE events must pass through all Physical Checkpoints and Virtual Checkpoints (VCPs) in the correct ascending numerical order. A full and complete stop must be made at all Physical Checkpoints, while vehicles will race through all Virtual Checkpoints (VCPs). The failure of any vehicle to pass through one or more Physical Checkpoints, whether for an advantage or not, will result in disqualification of the entry. The failure of any vehicle to pass through one or more Virtual Checkpoints (VCPs), will result in a penalty as outlined in the supplementary rules published for each specific race.
- GL11** Race vehicles are required to enter all Physical Checkpoints in a single file manner and come to a complete stop at the stop sign. The checkpoint corridor is not considered part of the race course. Entering and exiting all checkpoints must be done in a safe and prudent manner in order to guarantee the safety of all checkpoint workers. Failure to operate the race vehicle safely through all Physical Checkpoint corridors is grounds for disqualification, monetary fine and/or suspension.
- GL12** Each and all entrants may be checked for their SCORE armband at any and all control points. Every entrant is responsible for his/her armband. Any entrant found not to have an armband would immediately disqualify the vehicle entry.
- GL13** No race vehicle in any class shall be towed, pushed, pulled or transported by another vehicle further than 1% of the total distance of the race course, through a Physical Checkpoint, or within 1 mile of the Finish Line. However, wrist banded vehicle occupants of Four Wheel vehicles are permitted to push a disabled race vehicle across the Finish Line. Motorcycles and ATVs may be pushed or pulled by the rider through a Physical Checkpoint or within 1 mile of the Finish Line.
- GL14** No entrant may run in two or more classes simultaneously with one vehicle even though entries are paid in more than one class. (Closed course events excepted.)
- GL15** The race course at each SCORE event is the official route as designated by the official GPS file. The race course may also be designated by physical course markings. However, SCORE does not guarantee that course markings will remain in place throughout the authorized pre-running dates and until race day. Furthermore, SCORE is not responsible for course markings that are used in a malicious manner by spectators. It is the responsibility of each participant to learn the race course, race in a controlled manner, and properly decelerate to avoid danger spots. All participants are required to always operate race vehicles and chase vehicles in the correct direction of the race course. Furthermore, the race vehicle must always be driven in

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a forward gear in the correct direction of the race course. Failure to operate the race vehicle or chase vehicle are indicated in this rule is grounds for a time penalty, disqualification, monetary fine and/or suspension.

PROTESTS and PENALTIES

GP1 First paragraph and (A) (B) (C) have no changes. The paragraph after (C) is changed as follows: In non-technical protests and during the GPS data tracking review, SCORE at its sole discretion may use one or more Review Boards consisting of impartial individuals and/or a Review Board Marshal to assist SCORE in adjudicating a final determination of the matter. In technical protests the decision of the SCORE Tech Director will be final. Inspection of protested items will be followed by Rule GP2. Protest fees will be returned to the protestor if the protest is upheld and the protestee will be disqualified. Protest fees will be given to the protestee if the protest is not upheld.

GP2 Inspection of protested items would be required of any entrant who has an official protest lodged against his race vehicle. Failure to submit to inspection will result in automatic disqualification. Those attending the inspection(s) will be as follows:

- (A) The protestor or his designated representative.
- (B) The protested competitor or his designated representative.
- (C) The protested competitor's mechanic or his designated representative.
- (D) SCORE or their designated representative.

(E) The SCORE technical inspector(s) who shall accomplish the required inspection of the vehicle.

No other persons shall be present, nor witness the proceedings, until the inspection has been completed. At the discretion of SCORE with the approval of the protested competitor, members of the press, or news media will be allowed to observe the inspection(s) for reporting purposes only.

GP3 The interpretation of all SCORE rules and regulations, whether contained in this rulebook or published supplementally, is done so at the sole discretion of SCORE. Penalties levied against competitors are final. Highway Speed Zone Rules will be established in the supplementary rules published for each specific race. At Baja Mexico races, the public paved highway may be used for transitional race travel and will have a designated speed limit. Furthermore, the paved highway is considered a restricted area because use of the highway is subject to permission by the Mexican Federal Highway Police. Course Compliance Rules governing course deviation standards and penalties will also be established in the supplementary rules published for each specific race.

DRIVERS/CO-DRIVERS

GDC1 Classes 1/2-1600 (Single Seat), 4 (Single Seat), 9 (Single Seat), 10 (Single Seat), Score Lites (Single seat), 21, 22, 30, 40, 50, 60, 24, 25, 26, and Sportsman ATV may only compete with one (1) driver/rider during competition.

Classes 1/2-1600 (Two Seat), 4 (two Seat), 5-1600, 9 (Two Seat), 10 (Two Seat), Score Lites (Two seat), 11, Stock Mini, Stock Full, must always compete with one driver and one co-driver during competition.

Classes Trophy Truck, 1, Score Extreme Lites, 2, 2-D, 3, 5, 6, 7, 7-2, 7SX, 8 and Score Ultra Green may compete with one driver or one driver and one co-driver during competition.

Driver/rider and/or co-driver changes are permitted in all classes as long as the driver/rider and/or co-driver is a banded driver on that vehicle entry.

NO VEHICLE WILL BE ALLOWED MORE THAN TWO OCCUPANTS AT ANY TIME, WITHOUT WRITTEN PERMISSION FROM THE TECHNICAL DIRECTOR.

GDC2 Should a situation arise that an entrant because of severe illness or injury is unable to continue in or on his entry during competition and a driver/rider or co-driver listed on the entry is unavailable, a SCORE banded entrant from another entry may continue in or on that entry to the nearest official SCORE checkpoint where, before he/she continues on, he/she must inform the checkpoint captain of the driver change.

GDC3 The Driver/Rider of Record must sign all releases and pick up his/her armband. In addition he/she must start or finish the event. The only exception to the rule is when the Driver/Rider of Record is injured in the race vehicle during the running of the event and unable to compete safely and the injury is verified by the SCORE Medical Director and the SCORE Medical Director verifies that the Driver/Rider is unable to compete safely.

Failure of the Driver/Rider of Record to follow this rule will result in no points given to him/her for the event. NOTE: If the Driver/Rider of Record signed all releases and picked up his/her armband but did not start in the vehicle and the vehicle did not finish, the Driver/Rider of Record will still receive the points due him/her.

PITS

GPT1 Access to pits may be restricted in that case, no one will be allowed to enter the pit or race area without first presenting a valid SCORE pass to the race official.

GPT2 At all times the entrant assumes responsibility for the actions of his pit crew.

GPT3 Any pit vehicle running on or near the race course that is endangering the entrants, race officials, or spectators, could call for the disqualification of the particular vehicle for which they are servicing or pitting. No pit vehicle may follow or lead a race vehicle on the race course.

GPT4 Vehicles in the pits or racing area shall not be used as spectator vantage points when to do so might impair the line of vision of others. Race officials in the area are empowered to enforce this regulation.

GPT5 Any entrant, crew member or other pit pass holder who takes part in any demonstration in the pits, on the course, or surrounding area before, during or after an event shall be subject to expulsion from the premises.

GPT6 The maximum speed by race vehicles in the pit areas will be established in the supplementary rules published for each specific race. The maximum speed in the pit areas by support vehicles is 25 MPH unless otherwise indicated.

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- GPT7** No pitting is permitted within 300' before and 100' after a checkpoint. These distances are a minimum and may change from event to event at the discretion of the Race Director and/or Check Point Captain
- GPT8** All pits must be at least fifty feet (50') off the edge of the race course. No pit may be in the first fifty feet (50') leading into and the first one hundred feet (100') leading out of any turn. No pitting on any portion of the paved highway surface. At Baja Mexico races, the paved highway is considered a restricted area because use of the highway is subject to permission by the Mexican Federal Highway Police. As a result, transitional race travel on the highway section must be done in a safe and prudent manner. No pit may be in the first one hundred feet (100') leading into and the first one hundred feet (100') leading out of any paved highway entrance or exit.
- GPT9** All pit services must be done while race vehicle is at a complete stop. Vehicle may not be serviced while in motion, either under its own power, while being towed, and/or being transported in or on a trailer. Pit services are to include fueling, tire changes, and/or any other services performed on the race vehicle. No pit services may be performed on the highway.
- GPT10** Failure to comply with any of the above stated pit rules is grounds for a time penalty, disqualification, monetary fine and/or suspension subject to the sole discretion of SCORE.

TECH

- GT1** It is the full responsibility of entrants, drivers, owners, and sponsors to meet all SCORE rules and specifications.
- GT2** Each vehicle, regardless of class must complete and satisfactorily pass the safety inspection of the Tech Director or his designated representative(s) before being allowed to participate in an event. A safety inspection seal will be issued upon completion of that inspection.
- GT3** SCORE reserves the right to subject any vehicle to a mechanical inspection at the discretion of the Tech Director. It shall be the responsibility of the driver or entrant to tear down a vehicle for inspection when requested to do so. Failure to comply will result in disqualification of driver, entrant and vehicle, and may result in suspension from future events by SCORE.
- GT4** SCORE reserves the right to limit admittance of personnel to any area or garage in which inspections are being made and the Tech Director and his representative(s) has the right to limit attendance to only those inspectors and two mechanics assigned to perform the work necessary.
- GT5** SCORE reserves the right to seal or impound vehicles.
- GT6** SCORE assumes no responsibility for impounded vehicles although reasonable efforts will be made to insure their security.
- GT7** No vehicle may be removed from a mandatory inspection area after a race or event without permission of the Technical Director or his designated representative in that area. Failure to comply shall subject driver, entrant, and vehicle to disqualification from the event.
- Any vehicle not taken directly to an inspection area when requested by the Tech Director or his designated representative, shall subject driver, entrant, and vehicle to disqualification from the event.
- GT8** The Tech Director may require the owner of a vehicle damaged in a race to submit to a post-incident inspection. If the owner refuses inspection, the car may be restricted from all future SCORE races.
- GT9** Any participant refusing to comply with engine claim rules as stated in the class rules will be disqualified and barred from future SCORE events for a one (1) year period.
- GT10** The Tech Director may impound a vehicle or vehicle parts.
- GT11** All vehicles must have their cages approved prior to racing in a score event. The inspection will be performed at the Score Technical office. After passing inspection and paying inspection fees all vehicles will receive a Score I.D. tag, that is to remain with the vehicle at all times. If tag is removed or lost vehicle must be re-inspected and retagged. Any modification to an approved cage may render its approval invalid, and may need to be re-approved. All repairs to a roll cage damaged after an accident must be re-approved by SCORE International. Roll cage inspection tag must be in a visible location when vehicle is presented at pre-tech inspection.

All vehicles built before January 1, 2006 may be required to have an inspection every six months.

COMPETITION REGULATIONS

These regulations apply to all classes unless otherwise noted in supplementary regulations. Unless the class requirement or safety regulations specifically state that a modification or optional equipment is permitted, it will not be allowed. SCORE's intent when prescribing specifications for safety equipment for vehicles that will compete under SCORE rules is to provide adequate protection to all entrants and spectators. SCORE does not intend to restrict the general or specific design of any vehicle or the development of competitive vehicles, but does wish to encourage all entrants to give full attention to safety requirements. Any deviation from the general rules at any SCORE promoted or sanctioned event will be contingent upon the approval of SCORE in writing in advance of the event.

When operating vehicles on the race course, at any time, including warm-ups and testing, entrants must wear an approved helmet, protective clothing, eye protection, and safety equipment. All vehicle body components and nets must be properly secured during such operations.

SAFETY EQUIPMENT

CR1 HELMETS

Helmets used in four-wheel vehicles must meet the following requirements; Snell memorial foundation, SA2005, SA2010, with a legible Snell sticker attached, FIA Standard 8860-2004, with a legible FIA sticker attached. Motorcycle and ATV's must meet the following requirements; Snell memorial foundation, M2005 or M2010, with a legible Snell sticker attached, FIA Standard 8860-2004, with a legible FIA sticker attached, or BSI 6658 Type A. SCORE recommends each helmet be labeled (*painted*) with

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the driver/riders name, blood type, allergies, or any other medical information. Left hand side of helmet must be free of all stickers. Straps must have "D" rings, no snaps. Helmets must be free of any defects.

CR2 PROTECTIVE CLOTHING

4-Wheel Vehicles

Driving suits are required that effectively cover the body from the neck to the ankles and wrist. Suits must be manufactured from fire resistant material with the manufacturer's fire resistant label attached. **ONE PIECE DRIVING SUITS ARE MANDATORY.** Drivers suits must be in good condition and free of damage (*i.e. holes, tears, rips, etc.*) Driving gloves are recommended and must be made out of leather and/or other fire resistant material containing no holes.

A space 2" high by 4" long located on the upper left chest area of the driving suit must remain open for SCORE's use. SCORE will prescribe at the start of each new season what patches will be placed in this area.

Motorcycles and ATV's

Full-length boots, gloves, goggles, shoulder pads, chest protectors, and padded trousers are required items.

CR3 EYE PROTECTION and DENTURES

Shatter resistant eye protection is required for all occupants competing in/on vehicles without full windshields. Those competing in closed cockpit vehicles must have eye protection available in the event the windshield is knocked out or broken.

It is highly recommended that entrants with removable dentures remove them prior to competing in an off-road event.

CR4 FIRST AID KIT

4-Wheel Vehicles

A suitable, weatherproof, emergency kit composed of individually packaged units must be carried in each vehicle. Each individual unit must contain at least the following items:

- 1 - 4" Bandage Compress
- 2 - 2" Bandage Compress
- 1 - Triangular Bandage
- 8 - 2" x 3" Adhesive Pads
- 16 - 1" x 3.375" Adhesive Bandages
- 10 - Prep Pads Treated
- 1 - Eye Dressing Packet
- 10 - Ammonia Inhalants
- 1 - Ace Bandage

Motorcycles and ATV's

Each rider must carry a suitable, weatherproof, emergency kit composed of individually packaged units. Each individual unit must contain at least the following items:

- 1 - 4" Bandage Compress
- 1 - Eye Dressing Packet
- 8 - 2" x 3" Adhesive Pads
- 16 - 1" x 3.375" Bandages
- 1 - 8cc Antiseptic

CR5 EMERGENCY SIGNALING DEVICES

All vehicles except Motorcycles and ATV's must carry a minimum of two (2) fifteen (15) minute phosphorus emergency signaling flares during long course events. Also all vehicles may be required to carry additional emergency signaling devices during long course events.

CR6 HORNS

It is required that all vehicles except Motorcycles and ATV's be equipped with a loud sounding device. Some classes may be required to run collision warning transponders at designated events.

CR7 REFLECTORS

All vehicles must have either two (2) (*4-Wheeled Vehicles*) or one (1) (*Motorcycles and ATV's*) 2" minimum diameter red reflectors on the rear of the vehicle and/or helmet. LED lights are not reflective and do not fulfill this rule. Some classes may be required to run collision warning transponders at designated events.

CR8 FIRE SUPPRESSION EQUIPMENT

Each vehicle except Motorcycles and ATV's shall be equipped with a portable UL approved 2.5-pound minimum ABC rated dry chemical type or halon fire extinguisher equipped with a capacity gauge. The extinguisher must be fully charged and easily accessible.

A permanently installed on-board fire suppression system using either an approved chemical foam or halon agent is **HIGHLY RECOMMENDED** in addition to the portable extinguisher. An on-board system should have three (3) nozzles located in each of the following areas: Driving compartment, Fuel compartment, and Engine compartment.

CR9 SURVIVAL SUPPLIES

All vehicles competing in long course events must carry at least two days of survival supplies and at least one (1) quart of water or other suitable liquid for each occupant/rider.

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SUSPENSION COMPONENTS

CR10 SHOCK ABSORBERS and BUMP STOPS

At least one shock absorber per wheel, in working condition, must be used on all 4-wheel vehicles. Other systems are contingent upon the approval of SCORE.

Suspension bump stops can only be made of rubber, plastic, urethane, etc. Other systems may be used in those class's that have no restrictions on suspension.

For classes that have wheel travel limitations the following will apply:

Front wheel travel will be measured at the centerline of the front spindle as the front suspension is stroked through its travel from metal stop to metal stop. Rear wheel travel will be measured at the centerline of the axle as the rear suspension is stroked through its travel from metal stop to metal stop. Stops will be non-removable and non adjustable. If limiter straps are to be used for stops the bolts that mount them must be drilled so that a SCORE wire seal can be attached.

CR11 SECONDARY SUSPENSION

Secondary suspension would include leaf springs, torsion bars, coil over shocks, air bags, Haga balls or any other item that changes the wheel rate at any point in its travel other than shocks and the stock suspension system that came with the vehicle.

Air shocks will be considered secondary suspension when charged to 200 psi in its fully extended state and the static shaft pressure exceeds 300 psi when fully collapsed.

Bump stops will be considered secondary suspension when they contact the suspension unit more than 4" before the end of its travel. Suspension bump stops can only be made of rubber, plastic, urethane, etc. Other systems may be used in those class's that have no restrictions on suspension.

CR12 WHEELS and TIRES

Snap-on hubcaps or wheel covers of any type are not permitted on any class of vehicle during competition. Tires will be visually checked for condition and must be considered safe by SCORE prior to competing. It is highly recommended that all paint be removed from the mounting surfaces of the rim and the hub. (*Paint burns, blisters and peels, allowing the lug nuts to loosen.*)

Maximum tire size is 45" Outside Diameter (O.D.). Pressure checked at 18 psi on rim to be used.

CR13 FASTENERS

All nuts, bolts, and component parts on each vehicle's suspension system, chassis and running gear must be secured with S.A.E. Grade 8 or better nuts and bolts and secured with either lock nut, cotter keys or safety wire, and have at least one full thread showing through the nut.

STEERING and BRAKE COMPONENTS

CR14 STEERING

Steering wheel play must be kept to a minimum. Drag link and tie-rod ends must be secured and keyed. All welded parts must be reinforced. If the steering shaft is not a factory production item, then the shaft must be welded, not brazed, to the wheel-mounting flange. Minimum specifications for the shaft are .750" O.D. X .060" wall thickness unless it is an original factory production item. Steering must be considered safe by SCORE before the vehicle will be allowed to compete.

CR15 BRAKES

Brakes must be in a safe working condition and able to apply adequate braking force to "lock-up" all four wheels. Turning or steering brakes are allowed.

ELECTRICAL SYSTEM

CR16 IGNITION

Each vehicle in competition must have a positive action on-off switch in good working order. The switch must be located within easy reach of the driver and marked or labeled "ignition" on-off.

CR17 BATTERIES

Batteries must be securely mounted with metal-to-metal tie-downs. All batteries mounted in the driver's compartment must be fully enclosed including the sides and bottom of the battery. The container must contain the quantity of acid in the battery when inverted. Aircraft batteries which are not covered but located in the driver's compartment are not acceptable. (*Batteries will be considered to be located in the driver's compartment if there is not a full bulkhead (firewall) separating the driver and the battery.*) Regardless of location battery positive terminal must be insulated.

CR18 LIGHTS

4-Wheel Vehicles

All 4-wheel vehicles must have a minimum of two (2) headlights, two (2) brake lights, and two (2) taillights. Taillights must be mounted at least 36" from the ground if other than stock. The brake light must be at least 3" in diameter. All tail lights must be DOT and in operating condition at all times.

All four-wheel vehicles must have a rearward facing amber colored light. Amber light must be at least 3" diameter and DOT approved. This light must be connected to the ignition and remain on during the race. The bulb must be 25 to 55 watts, or LED with equivalent lumens as long as it has a amber colored lens. The lens must be coated deep amber, (Any other color coated lenses will not be accepted, this includes clear) Light must be mounted at least 48 inches off of the ground. The light must be visible from any position aft of the vehicle and must be protected from damage in case of roll over.

Rearward facing lights must be in a operational condition before the vehicle will be allowed to start an event. During an event if the light goes out it must be fixed or replaced at the next available pit location before proceeding in the race. Any light that is connected to a switch that allows the vehicle to move in any direction without the light being on will cause that entry to be disqualified.

GENERAL REGULATIONS

Motorcycles and ATV's

All Motorcycles and ATV's must also have a minimum of one (1) headlight and one (1) taillight. All lights must be in operating condition at all times. Taillights must be on during the entire race. Tail light must be either powered by the Motorcycle or ATV AC generating system or be a SCORE approved battery powered unit capable of operating for the entire event.

CR19 STARTERS

All vehicles except Motorcycles and ATV's must have a battery and a starter capable of cranking and starting the engine.

FUEL SYSTEM

CR20 FUEL

Any of the following commercially available gasoline's, LPG, or diesel fuel may be used.

- (1) Service station type pump fuel.
- (2) Racing gasoline as manufactured.
- (3) Commercial aviation gasoline as manufactured.
- (4) Natural or Propane Gas as manufactured.
- (5) Commercial available Ethanol i.e. C85 or C95.

All other alternative fuels may be approved on request.

No oxygen bearing fuel including alcohol or nitromethane is allowed.

Commercially produced, nationally advertised fuel additives may be used only in the quantities specified by the manufacturer and only if a sample of the gasoline with the additive is supplied for inspection to SCORE. Fuel samples may be taken at random before, during, and after the event.

CR21 FUEL TANKS

Safety fuel cells are required for all fuel tanks in all classes except Motorcycles, and ATV's. Auxiliary fuel tanks may be added to a vehicle in all classes except Class 11. Auxiliary fuel tanks must be safety fuel cells. All fuel cells must be securely mounted, filled from and vented to the outside of the vehicle, and have a substantial cross member between the fuel tank and driver in vehicles with rear mounted tanks.

No GI cans or fuel containers similar in construction or purpose will be allowed in/on any vehicle during a race.

Safety fuel cells shall consist of a bladder enclosed in a metal (minimum of .060 thickness) container as follows:

Materials

Bladders shall be constructed of nylon or Dacron woven fabric impregnated and coated with a fuel resistant elastomer. **Rotary molded polymer cells are not allowed as of January 1, 2011.** The minimum standards acceptable for physical properties are:

These physical properties must be maintained throughout all areas of the finished bladder including seams, joints and fittings.

Fittings and Connections

All fittings shall be built into the skin and bonded as an integral part of the tank or mechanically bound to the skin by a system of ring and counter ring with sealing by either a flat joint or with an "O" ring.

Container

The bladder shall be fully surrounded in a smooth skinned casing. The container shall be made of .060" Aluminum or steel. Other materials may be approved on request. Use of magnesium prohibited.

The container must be securely fastened to the frame or floor with bolts and/or steel straps.

Foam

Internal baffling is required in all fuel cells.

CR22 FUEL FILLER LINES, VENTS, and CAPS

Fuel filler lines and caps must be mounted in a location where they cannot be knocked open or off during movement of the vehicle. All fillers must be located within a line drawn from two extremities of the frame or body structure so as to prevent opening during a roll-over or accidental impact. Fuel pick-up openings, lines, breather vents, and fuel filler lines shall be designed and installed so that if the car is partially or totally inverted fuel shall not escape. Fuel breather lines must have a check valve and in addition the line must make a loop around the fuel cell. Fuel tank breathers must be vented outside the driver's compartment.

All fuel fillers attached to the frame or body must have a flexible coupling to the tank. Positive locking non-vented fuel filler caps (*no monza/flip type*) are required. If the fuel filler cap is located directly on the fuel tank a check valve is not required. If the fuel filler cap is not located directly on the fuel tank (*I.E. within 2"*), a check valve must be incorporated in the fuel tank to prevent fuel escaping if the cap and filler neck are torn from the tank. It is recommended that all lines, filler openings, and vents be incorporated in a single fitting located at the top of the fuel tank.

All fuel fillers must be surrounded at the outer extremity with a splash guard or boot designed to direct spilled fuel to the outside of the vehicle away from the driver, engine, and exhaust system when fueling. A body panel is acceptable as a splashguard if the fuel filler penetration is sealed.

ENGINES, TRANSMISSIONS and DRIVELINES

CR23 ENGINE and ENGINE DISPLACEMENT

Where applicable, engines must displace no more than specified, and SCORE may check engine displacement and location. In classes that require stock fuel injection, this will require the use of stock intake manifold and throttle body for the motor for which it is attached. Computer and injectors are open.

CR24 ENGINE REPLACEMENT

No vehicle including Motorcycles and ATV's may replace a complete engine during an event. (*Closed course events excepted.*) Motorcycle and ATV engine cases are considered to be engine blocks and may not be replaced, although internal

GENERAL REGULATIONS

parts (*gear, clutches, etc.*) may be replaced.

SCORE may mark engine blocks and/or cases.

CR25 TRANSMISSION

Every vehicle in competition except Motorcycles and ATV's must have a functional reverse. Four-wheel drive vehicles must be capable of being driven through the front wheels.

CR26 THROTTLES

Each vehicle except Motorcycles and ATV's must have a foot throttle incorporating two (2) positive action return springs attached directly to the carburetor throttle arm and must register a minimum pull of two (2) pounds each. A positive stop or over-ride prevention system must be used to keep linkage from passing over center and sticking in an open position.

CR27 EXHAUST

Each vehicle, regardless of class, may be required to be equipped with mufflers or forestry approved spark arrestor. Exhaust system must be installed in such a manner as to direct the exhaust gases out of the body, rearward, behind the driver, away from the fuel tanks and tires, and placed in such a manner that will minimize the producing of dust. Exhaust pipes must extend at least to the rear of the driver's compartment.

CR28 DRIVE SHAFTS

All front engine vehicles utilizing open driveshafts must have a retainer hoop securely mounted and located within 6" of the front universal joint. Four-wheel drive vehicles are not required to restrain the front driveshaft from the transfer case to the differential.

The retainer hoop may consist of either a .25" x 2" steel strap, 2" wide nylon webbing, or .750 diameter tubing, and must be securely attached to a body or frame member.

CR29 FLYWHEEL SHIELDS

All front engine vehicles with standard transmissions and solid lifters must have a Sema-approved bell housing or cover.

CR30 FLUID COOLERS

Oil coolers, transmission coolers, and radiators mounted ahead of the driver or in the passenger compartment must have a shroud behind the cooler that will prevent liquids from the cooler or its lines from blowing back onto the driver or co-driver. All hoses that run through the passenger compartment must be shielded as well.

CR31 AUXILIARY EQUIPMENT

A generator, fan, water pump (*water-cooled engines*), and a complete functional electrical system must be connected and in operation at all times. Drive belts must be sufficiently tight to drive equipment in a satisfactory manner and without noticeable slippage. Thermostatically controlled accessory fans are allowed. Auxiliary equipment for certain classes may be waived during closed course events, however vehicles must have functional and working taillights.

CR32 SUPERCHARGERS and TURBOCHARGERS

Superchargers and turbochargers are only allowed in those classes noted. Diesel engines in stock classes which utilize stock turbochargers may be approved on an individual basis.

VEHICLE SAFETY EQUIPMENT

CR33 ROLL CAGES

All vehicles in competition except Motorcycles and ATV's must be equipped with a roll cage. Minimum design and tubing size based on seamless 4130 chromoly tubing or ASTM 1018/1026 CDS/DOM. No aluminum or other non-ferrous material permitted.

Material

Material for roll cage construction must be 4130 chromoly tubing or ASTM 1018/1026 CDS/DOM.

All welding must be of the highest quality with full penetration and no undercutting of the parent metal. All welds shall conform to the American Welding Society D1.1, Structural Welding Code, Chapter 10, Tubular Structures and Standards for the material used (see AWS. Org). It is strongly recommended that the welder inspect all welds using Magnaflux™, die-penetrant, or other effective methods.

All tubes must be welded 360-degrees around the circumference of the tube.

No oxy-acetylene brazing or welding allowed. Good external appearance of a weld does not necessarily guarantee its quality, poor looking welds are never a sign of good workmanship.

None of the tubing may show any signs of crimping or wall failure. All bends must be mandrel type. The center radius of the bends may not be less than three (3) times the outside diameter of the roll cage tubing. It must be emphasized that the use of heat-treated or high carbon steels may cause problems and that bad fabrication may result in a decrease in strength (caused by brittle heat-affected zones), inadequate ductility and internal stress.

Roll Cage Tubing Sizes

For the purposes of determining roll bar tubing sizes, vehicle weight is as raced, as sitting on the starting line, but without fuel and driver. Note: There is an allowance of minus 0.010 inches on all tubing thicknesses. Minimum tubing size for the roll cage is:

Construction Procedures

Cages must be securely mounted to the frame or body and gusseted and braced at all points of intersection. Cab or body mounted cages must not be attached to the body structure by direct welding, but must be bolted through and attached by the use of doubler plates (one on either side) with a minimum thickness

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of .187", see Figure 4. Where bolt and nuts are used the bolts shall be at least .375" diameter SAE Grade 8 or equivalent.

Roll cage terminal ends must be located to a frame or body structure that will support maximum impact and not shear.

Minimum material dimension requirements for roll cages apply to the following members of the roll cage:

- (1) Front and rear hoop
- (2) Front and rear interconnecting bars
- (3) Rear down braces
- (4) Lateral bracing
- (5) Elbow and door bars
- (6) Lower A-pillar tubes, and lower B-pillar tubes

Roll Cage Design

All roll cages must be constructed with at least one (1) front

hoop (top of cage to floor), one (1) rear hoop (top of cage to floor), or two (2) lateral hoops, two (2) interconnecting top bars, two (2) rear down braces and one (1) diagonal brace and necessary gussets, see Figure 1. If front and/or rear hoop terminate at elbow/door bar, lower A-pillar and/or B-pillar must be made of same tubing size as roll cage. Upper main, front, rear, and lateral roll bar hoops must be made in one piece without joints. Centerlines of all required tubes must converge at intersections.

Any vehicle that is not provided with stock steel doors for its driver and co-driver must be equipped with sidebars, at least one on each side that will protect the occupants from the side. These bars must be parallel to the ground (or as close to parallel as is practical) and be located vertically in relation to the occupants to provide maximum protection without causing undue difficulty in entering or exiting the vehicle. The sidebars must be formed of tubing of the same material and dimensions as the roll cage itself and must be securely attached to the cage's front and rear members. Additional side tubes may be required to limit cockpit intrusion, these additional tubes must be of the same size tubing as the roll cage. Tubes must be placed in such a manner as to limit openings adjacent to the occupants. Maximum opening size in this area is limited to 370 square inches.

All roll cage bars must be at least 3" in any direction from the driver and co-driver's helmets while they are in their normal driving positions.

Gussets must be installed at all main intersections on the main cage including diagonal and rear down braces, and where single weld fractures can affect driver's safety. Gussets may be constructed of .125" X 3" X 3" flat plate, split, formed and welded corner tubing, or tubing gussets the same thickness as the main cage material, see Figure 2 and Figure 3. Rear down braces and diagonal braces must angle no less than 30 degrees from vertical.

An inspection hole of at least .187" diameter must be drilled in a non-critical area of the roll bar hoop to facilitate verification of wall thickness maybe required.

Any cage or chassis that has been built after January 1, 2006 must be identified by means of an identification plate affixed to it by the manufacturer; this identification plate must be neither copied nor moved (i.e. embedded, engraved or self destroying sticker).

The identification plate must bear the name of the manufacturer, a serial number, and the date of manufacturer.

Head/neck restraints designed to prevent whiplash are required on all vehicles. These restraints must be a headrest of approximately 36 square inches, with a resilient padding at least 2" thick. Any portion of the roll bar or bracing which might come in contact with the helmet must be padded.

Up to 2000 lbs. 1.500" x 0.095" CDN/4130/Seamless or ASTM 1018/1026 CDS/DOM
2001 - 2500 lbs. 1.500" x 0.120" CDN/4130/Seamless or ASTM 1018/1026 CDS/DOM
2501 - 3000 lbs. 1.750" x 0.095" CDN/4130/Seamless or ASTM 1018/1026 CDS/DOM
3001 - 4000 lbs. 1.750" x .120" CDN/4130/Seamless or ASTM 1018/1026 CDS/DOM
Over 4000 lbs. 2.000" x 0.120" CDN/4130/Seamless or ASTM 1018/1026 CDS/DOM

Roll Cage and Vehicle annual inspection

All vehicles must have their cages approved prior to racing in a score event. The inspection will be preformed at the Score Technical office. After passing inspection and paying Inspection fees all vehicles will receive a Score I.D. tag, that is to remain with the vehicle

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at all times. If tag is removed or lost vehicle must be re-inspected and retagged. Any modification to an approved cage may render its approval invalid, and may need to be re-approved. All repairs to a roll cage damaged after an accident must be re-approved by SCORE International. Cage must be inspected annually from the date it was first inspected. Vehicle can only compete in the class that it is tagged for.

All vehicles built before January 1, 2006 may be required to have an inspection every six months.

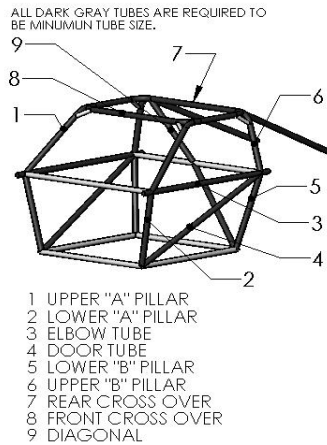
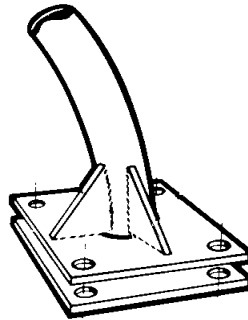
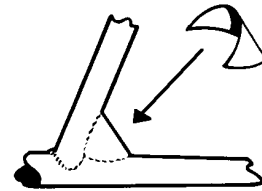
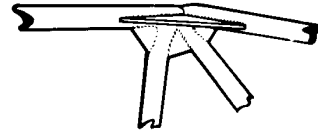


Figure 1: Roll Cage



CR34 SAFETY HARNESS

All vehicles except Motorcycles and ATV's must have a heavy-duty type five-point fast release (*no push button or quick release type*) seat belt and shoulder harness with metal-to-metal buckles and connectors for each occupant. The single anti-submarine strap of the five-point system shall be attached to the floor structure as close to the front of the seat as practical so that it will exert maximum restraint to the upward movement of the belt and harness, see Figure 5 and Figure 6. The five-point system consists of a 3" seat belt, a 2" anti-submarine belt, and two 3" shoulder straps. No "Y" type shoulder belts. All belts must show manufacturer's name, month, and year of manufacture. All belts must be changed after three (3) years of date of manufacture. SCORE recommends all belts be changed after one (1) year of use. No surplus safety harnesses are allowed.

Harness materials shall be nylon or Dacron polyester and in new or perfect condition with no cuts or frayed layers, chemical stains, or excessive dirt.

Shoulder harness should be mounted behind the driver/co-driver. The recommended mounting point is approximately 4" below top of shoulder. Lap belts should be kept at a minimum at least 2.5" forward of seat and backrest intersection, see Figure 5 and Figure 6. All belts must be mounted directly to a main structure member of the same size specification as the roll cage and with gussets. All adjustment buckles should be kept at a minimum distance of 1.5" from the seat to prevent accidental loosening or chafing. Mounting hardware must utilize at least .312" hardened steel bolts with 1.5" diameter washers attached through body or frame using lock nuts or cotter key. All belt hardware must be safety tied.

Where slip buckles ("E" rings) are used, they must be doubled up. Example two (2) slip rings per connection.

IMPORTANT! Do not allow adjustment buckles to ride on seat. Maintain minimum of 1.5" clearance between seat and buckles.

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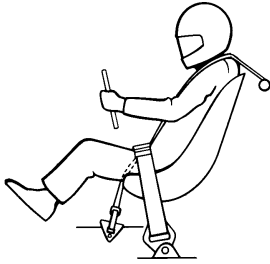


Figure 5: Safety Harness Mounting showing Correct Shoulder, Lap, and Crotch Strap Locations.

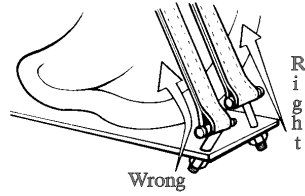


Figure 6: Safety Harness Mounting Hardware showing Correct Angle that will Sustain Maximum Load.

CR35 SAFETY NETS

Safety nets are mandatory on all vehicles except Motorcycles and ATV's and must cover the complete open area of both the side and top of all vehicles. The net must be fastened every 6 to 8 inches around the outside of the net. Vehicles with wing glasses that open fully must cover the area surrounding the wing glass. Arm restraints will be allowed but must be in addition to the required safety nets. Fixed corners must be fastened with metal fasteners i.e. hose clamps, bolts etc. The net border or edge and tie downs shall be made of materials that are as strong or stronger than the netting itself. Acceptable methods of tying the nets into the vehicle include, but are not limited to: hose clamps, snaps, nylon ties, Velcro, lift-a-dot, metal hooks and steel rods, see Figure 7, Figure 8, and Figure 9.

Full-length Velcro or steel rods are acceptable fastening devices for the bottom of the net. Velcro must fasten continuously along the bottom of the roll cage bars to prevent accidental unfastening from a direct pull. Velcro installations should be carefully checked because they tend to loosen when packed with dirt or dust.

Nets shall be installed so that the driver and/or co-driver can release the netting and exit the vehicle unassisted regardless of vehicle position.

Netting must be installed on the inside of the roll cage bars so that it will not be damaged or come off the car in the event of a roll-over or slide on the side. Nets attached to the door frame covering the entire opening are approved as long as the door is equipped with a secondary latching device.

The roof shall also be covered with sheet metal or sheet aluminum (minimum thickness .080 inch) covering all areas.

In addition it is required that the occupant(s) must be protected in such a manner that prevents them from extending from the body or frame of the vehicle during a roll-over.

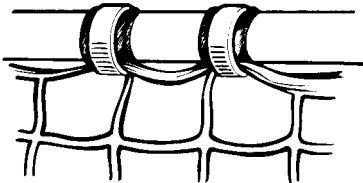


Figure 7: Safety Net Installation using Electrical Wiring Clips Secured with Metal Screws.

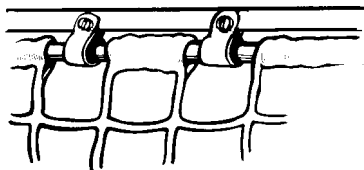


Figure 8: Safety Net Installation using Hose Clamps.



Figure 9: Safety Net Installation showing Hose Clamp Screw to the Inside.

CR36 SEATING

All seats must be properly reinforced and securely mounted. Adjustable track type seats must be securely fastened so as to allow no vertical or lateral motion. If stock VW type seat runners are used, they must be clamped to the floor with a minimum of two (2) U-bolts per rail and have 1" diameter washers on the underside.

GENERAL VEHICLE COMPONENTS

CR37 DRIVER'S COMPARTMENT

Driver and/or co-driver must be able to enter and exit the driving compartment unassisted with ease, with the vehicle in any position. The driving compartment must be separated by firewalls or bulkheads from any acids or fuels. The roof shall also be covered with sheet metal or sheet aluminum (minimum thickness .080 inch) covering all areas.

CR38 DOORS and LATCHES

All vehicles with operable doors must have positive locking mechanisms, (*stock handle and latch, quick release pins, pin*

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and clips, etc.) and must have a secondary latching device.

CR39 FIREWALLS

All vehicles in competition except Motorcycles and ATV's must utilize an all-metal firewall to separate the driver's compartment from any danger of fire from the engine and any fuel supplies. A minimum firewall must extend from the driver's shoulder height to the vehicle floor and body sides and must be fuel tight. If rear mounted safety fuel cell is higher than shoulder height, the firewall must be extended at least one inch above the safety fuel cell. On front engine vehicles the hood is considered an extension of the firewall.

CR 40 BALLAST

Any material used for the purpose of adding to the vehicle's total weight must be properly attached as a part of the vehicle's structure. Any material added to make minimum weight requirements must also have holes drilled in material so that it may be sealed to a non-removable structure member.

CR41 WEIGHT

Weight shall be considered wet weight for closed course and dry weight for long course. (Dry weight is with all fuel tanks drained.) Tools, spare tires, and parts must be removed, but otherwise the vehicle must be race ready. Roll cage weight will be as raced, minus fuel, as the vehicle sits on the starting line. Official weight will be considered weight shown on official scales.

CR42 FLOORBOARDS

Floorboards or belly pans are required on all vehicles and must be held on by a minimum of six (6) .25" bolts per side if the floor is not an integral part of the body or chassis. Floorboards must cover the entire area from the front of the pedal assembly to the back of the seat(s) and from outside edge to outside edge on the sides.

CR43 BUMPERS and HAZARDOUS PROTRUSIONS

No hazardous front or rear bumpers, nerf bars, frame heads or other protruding objects from the vehicles are allowed. All ends must be rounded and capped off to prevent becoming locked together with other vehicles. All vehicles except Motorcycles and ATV's must be equipped with safe front and rear bumpers.

CR44 MIRRORS

A rear view mirror is required on all vehicles except Motorcycles and ATV's.

CR45 SKID PLATES

Skid plates designed to protect the front suspension, steering, and brake components are required on all vehicles except Motorcycles and ATV's. Skid plates must be designed of metal and installed so as to prevent accumulation of any fluids.

CR46 STORAGE

All spare parts and extra equipment carried on/within a vehicle must be securely fastened so as to prevent their movement during a race.

CR47 FENDERS

On all vehicles required to have fenders, fenders must be securely attached to the vehicle with quick release or breakaway fasteners. The removal of fenders for any reason other than damage incurred during an accident, after the race has officially started, will cause the vehicle to be disqualified.

CR48 CHASSIS and BODY

All body components shall remain on the vehicle (*accidental damage excepted*) during the entire race. As specified in individual class rules, body/chassis series must be maintained with body/chassis combinations.

CR49 HOSES

All hoses used for fuel and brake lines including metal lines and fittings must be clamped securely and/or safety wired.

CR50 IDENTIFICATION MARKINGS

All vehicles in competition must be identified with the correct vehicle number(s) and/or letter(s) (Identification Markings) issued to them by SCORE. All vehicles must display the identification markings in the correct locations as prescribed under the correct heading for your vehicle. In addition, all vehicles must leave the appropriate space for SCORE decals and sponsorship decals as SCORE prescribes.

All numbers must be black on a white background or white on a black background. (Glass is considered colorless unless it is painted black or white). Background or number plates shall be clearly distinguishable from the color of the vehicle. Background or number plates shall be either vinyl or paint.

Any combination of numbers that, in the opinion of SCORE, are difficult to read, in an undesirable location or are inadequately attached will be rejected. The violation must be corrected before the vehicle will be allowed to compete. **SCORE assumes no responsibility for scoring vehicles that have unrecognizable identification numbers. It is the driver's responsibility to keep numbers recognizable at all times during the event.**

Each vehicle in competition along with their pit support vehicles shall be required to carry the following identification numbers and/or letters as a minimum requirement:

4-Wheel Vehicles

Requirements are as follows:

- (A) Visible from the side, one (1) number per side on both sides of the vehicle. Numbers must be a minimum of 8" high with a 1" stroke width. Numbers must be located in the center of the vehicle (Top to Bottom) and must be directly in line with the driver and/or co-driver as viewed from the side. **A blank space (4" high by 12" width minimum) directly under the numbers with the same color as the background must be left for SCORE's use.**
- (B) Visible from the rear, one (1) number. Numbers must be a minimum of 6" high with a 1" stroke width.
- (C) Visible from the front, one (1) number affixed to the upper left (Driver's Side) visor area. Numbers must be a minimum of 4" high.
- (D) Visible from above, one (1) number. Numbers must be a minimum of 8" high with a 1" stroke width.
- (E) Any letters used for identification purposes by SCORE in your number may be 1/2 the size of the number.

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Motorcycles

Requirements are as follows:

- (A) Visible from the side, one (1) number per side on both sides of the rear wheel. Numbers must be a minimum of 6" high with a 1" stroke width and attached to a number plate of sufficient size to accommodate them.
- (B) Visible from the front, one (1) number. Numbers must be a minimum of 6" high with a 1" stroke width and attached to a number plate of sufficient size to accommodate them.
- (C) A blank space (2½" high by 8" width minimum) any where on the vehicle must be left for SCORE's use.
- (D) Any letters used for identification purposes by SCORE in your number may be 1/2 the size of the number.

ATV's

Requirements are as follows:

- (A) Visible from the side, one (1) number per side on both sides of the vehicle. Numbers must be a minimum of 6" high with a 1" stroke width and attached to a number plate of sufficient size to accommodate them.
Note: The top of the rear fenders is not considered visible from the side.
- (B) Visible from the front, one (1) number. Numbers must be a minimum of 6" high with a 1" stroke width and attached to a number plate of sufficient size to accommodate them.
- (C) **A blank space (2 1/2" high by 8" width minimum) anywhere on the vehicle must be left for SCORE's use.**
- (D) Any letters used for identification purposes by SCORE in your number may be the size of the number.

Pit Support Vehicles

Requirements are as follows:

- (A) Visible from the side, one (1) number per side on both sides of the vehicle on the side windows. Numbers must be 6" high white numbers.
- (B) Visible from the rear, one (1) number on the rear window. Numbers must be 6" high white numbers.

CR51 ADVERTISING on VEHICLES

Advertising, names and symbols may be displayed on vehicles provided they are in good taste and do not interfere with identification marks.

CR52 RADIO EQUIPMENT

No radio equipment in any race vehicle or support vehicle is permitted to transmit on any frequency allotted to the amateur radio band, public service band, marine band, aircraft band, and any frequency that the FCC considers illegal. All radio equipment must transmit and receive on frequencies that the equipment was designed for.

No outboard linear amplifiers with an output over 25 watts. An outboard linear amplifier is a device attached between the radio and the antenna that boosts the power of the radio.

Rule GL8 in its entirety is included in this rule.

CR53 WORKMANSHIP

All construction, modifications and alterations must be performed in a workmanlike manner contingent upon the approval of SCORE.

CR54 TRACKING DEVICE

All vehicles will be mandated to run a GPS tracking device at designated events. Tracking device and monitoring company will be designated by SCORE.