



## Event Scoring & Rules

### Important notice

Rock Crawling / Racing is an inherently dangerous sport. Each competitor assumes that risk when he or she participates in an event. The risk of serious injury or death cannot be eliminated and, in fact, will always be present at a high level. Competitors are urged to advise their spouses and next of kin, if any, of this fact. By competing, all competitors, both spotter and driver, agree to the following.

In consideration of being permitted to participate in any event sponsored, promoted, or directed by IOK ROCK / IOK Four Wheelers, Inc. the competitor for himself/herself, his/her personal representatives, heirs, and next of kin, hereby releases the corporation, and their respective officers, directors, promoters, sponsors, employees, agents and volunteers ("releases") of all liability to the competitor, whether caused by negligent act or omission of releases or otherwise while the undersigned is for any purpose participating in such event. It is fully understood by each of the competitors that there is some inherent risk associated with this event, including damage to vehicles and injury or death to the individual.

In addition, the competitor agrees to indemnify and hold harmless the releases from any loss, liability, damage, or cost they incur due to such participation by the competitor, whether caused by releases' negligence or otherwise, and agrees to assume full responsibility and risk for bodily injury, death, or property damage from releases' negligence or otherwise while the competitor is participating in this event.

### Each competitor acknowledges and represents the following while competing:

- 1 - That he or she has read the foregoing release and waiver of liability and indemnity agreement.
- 2 - That he or she does at all times, while riding in a vehicle participating in an event, wear his or her respective restraint system (i.e. - seat and shoulder belts) and helmet.
- 3 - That the owner/driver certifies that he or she has inspected this vehicle and that the same certifies it to be in proper mechanical condition for participation in competition.
- 4 - That the owner/driver has informed himself/herself about the event, either by prior participation or by investigation into the sport and especially IOK ROCK events.
- 5 - That the driver or any other person(s) in a vehicle participating in any IOK Rock event may choose to bypass any obstacle and, therefore, assumes all risk and liability, as indicated above.



## **Please Be Aware:**

Although safety is generally everyone's concern and certainly the highest priority of IOK ROCK, 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.

### **Overview**

IOK ROCK has created a new and exciting competition using the skill of rock crawling and the excitement of baja racing and combined it into a single two stage competition.

#### **Stage 1(Rocks):**

Rock crawl style course using cones to create gates. The drivers are required to successfully pass through the gates without hitting one. When this is achieved they earn points. If they hit one of the cones creating the gate they receive a deduction of points. This is continued until all gates are attempted.

#### **Stage 2(Field):**

Baja style racing in dirt, mud and sand. This stage requires the drivers to navigate through the course designed without leaving the course or becoming stuck. This section involves higher speeds with drivers trying to keep their times down.

The run includes both sections to be run, one following the other, in the order announced at the driver's meeting. The run order will be announced during the drivers meeting.

The competitors have ten (10) minutes to complete both stages. If this is not achieved then the driver making it the farthest will be considered the winner. Points will not be considered unless a driver goes out of bounds which will result in being disqualified in this situation.

The driver / spotter and vehicle will all start at the defined starting line together. When any one of the above crosses the start the run begins. Driver / spotter are prohibited from pre stacking rocks and have three (3) minutes to un-stack any rocks stacked during their run.

### **Competitor Staging:**

It is IOK Rocks intent to run an efficient, timely, and smooth event. During a competition it is encouraged that all competitors of the class currently competing remain with their competition vehicles. Only when your class is not competing is it permitted to not be beside your vehicle. To aid in running an efficient competition a running order of the competitors will be distributed at the drivers meeting to each competitor. An announcement will be made for all competitors of a class to stage their vehicle prior to a competition.

When a competitor starts his/her run the next competitor is encouraged to stage their vehicle on the starting line. The next competitor will have up to ten (10) minutes to get their vehicle to the starting line. When the current competitor is finished with his/her run the Rock Judges will re-set the course, obtain competitor signatures, etc. When the Rock Judge is ready to start the next competitor the judge will be at the Start Gate and will announce the next competitor's name. At this time the competitor has two (2) minutes to start the course. After two (2) minutes if the competitor has not crossed the starting line that competitor will awarded "Did Not Race" (DNR).



## Points Scoring System

**Course Time** → Points Deduction, Bonus = -2point / un-used full minute under 10min

Every team will have ten minutes to complete each course unless otherwise specified in the event meeting.

A two (-2) bonus points will be awarded for every full un-used minute up to ten minutes.

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.

**Progression Points** → Points Deduction, Credit = -5point

To reward teams for progression through a course, "progression points" are given for each intermediate gate completed. A five (-5) progress 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 gates will not be credited as progression gates. **Progression gate points will be credited once cleared and are the only credit points retained if the course is not completed.**

Progression points will be given for every set of gates cleared. A cleared gate is defined as 3 out of 4 tires passing over the imaginary line between the progression gate as marked by the cones. 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".

**Touching of Gates / Field Markers** → Points Deduction, Penalty = 5points

Each obstacle is marked with cones, and other "hazards" like marked bushes and trees, ribbon, banners, flagging, flags, etc. Five (5) 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 of an "Out of Bounds" penalty.

Rock stacking to allow a "bridge" over a cone will not be allowed. This includes 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 and people 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 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 an out of bounds penalty 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".

**Bonus Gates** → Points Deduction, Bonus = -10points

In an effort to reward those who 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. Bonus gates are worth ten (-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.**

**Reversal** → Points Deduction, Penalty = 2point

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, etc. A reversal 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 reversal points. A reversal penalty is also counted if a team uses a "reverse burn". If a team starts the course in reverse, they will immediately receive two (2) points for reversing 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.

**Pointed Out/Timed Out** → Maximum of 40 penalty points

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 leaves the 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 as listed above. Any "progression" 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.

**Rear Steer** → Points Deduction, Penalty = 5points

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.

**Rock Stacking** → Points Deduction, Penalty = 10points

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 sportsmanship and a penalty of ten (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. One of the largest risks to spotters is stacking rocks near a moving vehicle. To promote safety, no rocks or wood are allowed to be stacked within 2 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 is also very risky; therefore, this too will carry a penalty of 10 points. When a team has completed a course, they will be given an optional 3 minutes to "un-stack" 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 unsportsmanlike activity. 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.

**Spotter Manipulation (Outside Asst)** → Points Deduction, Penalty = 10points

The spotter may not touch the vehicle in an effort to aid movement.

Revision: 03/18/2011



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 penalty will result. Spotters touching a rolled vehicle while it is moving will NOT receive a warning, they will be assessed a penalty of ten (10) points. Spotters may not touch the vehicle to aid movement unless the vehicle is in park with the emergency brake set and the engine is turned off. A ten (10) point penalty will be assessed without any warnings.

**Spotter Strap** → Points Deduction, Penalty = 8point

If a team uses the spotter strap, an eight (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 at 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 ten (10) points after a warning is given. Spotter Ropes must be approved at Tech. Non-Approved Rope: Rope with cuts and abrasions of over 25% of the rope width deep.

**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 push-bar would be allowed. A quick-detach push-bar that can be added and removed throughout the event would not.

**Winches** → Points Deduction, Penalty = 30points

Winching is assessed a thirty point (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. A cable is considered loaded as soon as the cable has tension on it. As an example only, a cable that is off of the ground but sagging has tension on it. However, IOK ROCK recognizes that all pulls are not straight and therefore does 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 marshal may allow a cable 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.

**Winch cable**

IOK ROCK approved winch cable/weight bag must be used prior to tensioning any steel cable. The competitor is ultimately responsible for the use and safety of the winch cable and/or weight bag.

**Breakdown Time**

Each competitor will have until the conclusion of their class for breakdown time before they start. Repairs and work done while on the obstacle clock must be performed entirely by the driver and spotter in the allotted ten (10) minutes.

**Fluid Control** → Points Deduction, Penalty = 10points

Teams must adhere to all fluid related rules. Excessive loss (Meaning more than a few drops) of environmentally damaging fluids or fluids in general will result in a penalty of ten (10) points or are subject to vehicle disqualification after an initial warning. This includes water in tires. In the case of this happening, call a marshal for review and clarification.





### **Out of Bounds** → Points Deduction, Penalty = 10points

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 occurring the out of bound 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 a penalty of ten (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.

If the competitor skips or by-passes a progression gate either purposely or not a penalty of out of bounds will be given. All other penalties (i.e. – Reverse, Touching of Field Marker, etc) for that gate will be discarded.

### **Tie-Breaker**

When there is a tie on points the competitor's time will decide the winner by who has the fastest time of the competitors in question.

### **Protests of Judge's Ruling**

IOK ROCK Judges have the final say in all cases for a misunderstanding of a rule. IOK ROCK recognizes that there will be, from time to time, errors in a Judge's call. IOK ROCK 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* over-turn a Judges "judgment call." i.e. - A call on a cone, out of bounds, reverse, pushes, 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 an IOK ROCK Marshal as soon as possible, so scoring officials can be made aware of potential changes. All formal protests must be submitted to an IOK ROCK Marshal and a meeting of all IOK ROCK Marshals still present will be held to determine the outcome. Their decision is final. Treatment of Judges, event officials, and volunteers falls under sportsmanship.



## **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 to the next obstacle or be removed from the course and/or competition. Safety requirements include, but are not limited to (it is not the responsibility of IOK ROCK or its producers to inspect the integrity of said safety devices the competitor assumes full responsibility for their equipment for the use during an event and ultimately their personal safety):

### **Roll Cage**

All competition vehicles are required to have at a minimum a 4-point roll cage. A 6-point roll cage is highly recommended. A roll cage tied to the vehicles frame is highly recommended.

### **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 obstacles as well as time to and from the event site. See Class Breakdown for seat belt requirements. Failure to do so will result in immediate disqualification.

### **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.

### **Fire Extinguisher**

One "completely full" fire extinguisher must be mounted inside the vehicle preferably on the roll cage. Extinguishers should not be mounted close enough to fuel cells or potential fire hazard areas that would make it dangerous to obtain. Vehicles that are street legal are exempt from this but is highly recommended.

### **Helmets**

All competitors riding in a vehicle must wear a helmet while competing. It is highly recommended that spotters wear head protection (soft material not permitted) while on an obstacle. *Helmets that continue to below the ear are highly recommended for Drivers and helmets that provide face protection are highly recommended for Spotters.*

### **Medical Conditions**

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

### **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.

### **Injury Report**

Any competitor (driver or spotter) must report in writing any injury to an IOK ROCK Marshal prior to leaving the premises (if such competitor is able to make such report.) In the case a competitor can not file or make such a report then the spotter must file this report prior to leaving the premises.

### **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 they are participating in. All series points will be forfeited for the specific event, if applicable. Further, disqualification for the remainder of the year is possible.

### **Emergencies**

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

### **Fire suits / Protective Clothing**

For the safety of all drivers fire suits are highly recommended. Some sort of protective clothing is highly recommended for all classes.



## Miscellaneous Rules

### Changing Vehicles

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

### Drivers

Drivers from one vehicle may spot for another competitor, but not the same registered vehicle with a different driver.

### Driver Order

The order of competitors is based on a random-draw system at the close of competitor registration.

### Event Meeting (Driver's Meeting)

All competitors *should* attend the Event Meeting. This will be at the tech/check-in site or designated area following the close of tech-in. Specific information is discussed 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.

### 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 straps (spotter straps) with the understanding that there is a penalty for doing so.

### Spotter Straps

Straps and Carabineers used by spotters for pulling must be approved by IOK ROCK. Straps with "hand-loops" are not approved if they could possibly "trap" the hand when taught. IOK ROCK recommends the use of a strap or rope that is rated for the 2x the weight of the vehicle at a minimum. All straps used by a 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. 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. IOK ROCK requires attachment devices (i.e. carabineers) to be made from magnetic steel or aluminum and have a tensile strength of 22 kn or 4796 lbs (1 Kilo-newton {kn} =218 lbs). Carabineers may not be directly attached to the vehicle at any time, (This prevents carabineers from being side loaded and could cause breakage). Leader ropes or built in leaders on the strap must be used.

### Sportsmanship → Points Deduction, Penalty = 10 points

During all IOK ROCK events, proper sportsmanship is required. If a competitor or team member (including backup help) promotes un-sportsman like conduct, is rude or abrasive to officials or local authorities, other teams or spectators, destroys property, or displays drunken or disrespectful behavior, they and/or the entire team may be disqualified from the current event and/or future events. The IOK ROCK goal is to promote a respectable sport and promote sponsoring companies in a professional light. Therefore un-sportsman like conduct will not be tolerated.

### 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 8:00 AM on the sign-in day and no later than 1 hour after the end of the competition for the specific event. This must be done in writing and given to an IOK ROCK Marshal. IOK ROCK 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. IOK ROCK, 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. At IOK ROCK events, only items that would be considered a competitive advantage or gross safety violation will be considered for disqualification. If IOK ROCK reviews the vehicle and finds all in order pertaining to the challenge, the challenging team will be assessed 30 penalty points.





## **Points, Quick Reference:**

Note: The values listed on this page are provided for reference only. The IOK Rock Event Scoring and Rules book contains the official point values found on Pages 1 - 8.

**Course Time:** -2 points for every full un-used minute under 10minutes

**Progression Points:** -5 points for every gate cleared

A cleared gate is defined as 3 out of 4 tires passing over the imaginary line between the cones. If an intermediate gate is hit, it counts as any other gate, but progress points are still earned if the gate is then cleared.

**Touching of Gates / Field Markers:** 5 penalty points for every obstacle hit

**Bonus Gate:** -10 points for every gate cleared

If bonus gates are hit, they count as any other gate, but bonus credit is still earned if the gate is then cleared.

**Reversal:** 2 penalty points for every intentional reverse

**Point Out/Time Out:** A maximum of 40 penalty points

**Rear Steer:** 5 penalty points for each use

**Rock Stacking:** 10 penalty points

**Spotter Manipulation:** 10 penalty points

**Spotter Strap:** 8 penalty points for each use

**Winches:** 30 penalty points for each use

**Fluid Control:** 10 penalty points

**Out of Bounds:** 10 penalty points

**Tie Breaker:** Time is used to determine a tie

**Sportsmanship:** 10 penalty points

**Protests of Vehicle:** If a protest of a vehicle is made and IOK Rock finds the vehicle in order pertaining to the challenge a penalty of 30 points will be assessed to the challenging competitor.



## **Class Breakdown (Currently Under Review)**

*Class breakdown is typically handled the day of the competition. Tire Size, Frame type, and Suspension are considered when defining a class. The goal of IOK Rock is to create classes that are comprised of vehicles that are similar enough to each other to provide fair competition among competitors. Bumping a competitor needs to be agreed upon between the competitors prior to making a class change.*

*IOK Rock teams up with local businesses to sponsor the event and rely on their expertise to provide sound judgment when identifying competition classes.*

*Below are competition classes that are provided for reference.*

### **STOCK CLASS (SC)**

Vehicles with 33" (h) & under tires, as marked on the side wall. Must use stock suspension, i.e. – if the vehicle was manufactured with a leaf spring suspension it should have leaf springs for this class, etc, etc.

### **MODIFIED CLASS (MC)**

Vehicles with 34" – 37" (h) tires, as marked on the side wall, Modified vehicle, Any suspension set up, Any major modifications, No Hydro Steer or Rear Steer.

### **SUPER MODIFIED CLASS (SMC)**

Vehicles with 37" and up tires with stock style suspension. Either street legal or full tube buggy, Highly modified vehicle, Hydro Steer, 2 – 4 Seat buggy, Seat belts must be minimum four (4)-point harness with all straps (including shoulder straps) secured and locked down.

### **PRO MODIFIED CLASS (PMC)**

Vehicles with 37" and larger tires. Full tube buggy / Moon Buggy Style, Hydro Steer, Rear Steer, 1 – 4 Seat buggy, Seat belts must be minimum four (4)-point harness with all straps (including shoulder straps) secured and locked down.

\*Street legal is defined as having body panels and or a cab of a stock vehicle, with the appearance of being road worthy. A street legal vehicle must be able to be driven on the street and done so when requested.