

Ultimate Rock Sports Event Rules 2018

Disclaimer

Ultimate Rock Sports (URS) primary interest are to develop funds for land use and to enhance the fun and safety of events for spectators and competitors. These rules have been adapted from event rules supplied by Silver State Rock Crawling (SSRC). Please note that URS/SSRC makes no representations, express or implied warranties, that compliance with the rules as written or any addendums to those rules will guarantee protection against injury or death to spectators, competitors and sponsors or damage to personal property. These rules and regulations constitute the minimum acceptable standards for competition and are intended as a guide for conduct. The primary responsibility for the safe condition and operation of rock crawling competition rests with the owner, driver and spotter/navigator. The total responsibility for the safety of competition must be shared by everyone associated with the sport of rock crawling. Think Safety first!

Notice:

Rock crawling is an inherently dangerous sport. Each competitor, crew member and family assumes that risk when they participate or attend an event. The risk of death or serious injury cannot be eliminated. By competing at or attending an event spotters/navigators, driver, crew members and associated family agree to the following: In consideration of being permitted to participate in any event promoted by URS/JHF Events using the SSRC Event Rules, the competitor, heirs, representatives, next of kin or families hereby releases URS/JHF Events and their representatives, member, directors, volunteers, promoters, sponsors, employees, agents, next of kin and families (releases) of all liability to the competitor, whether caused by a negligent act or omission of releases or otherwise while the undersigned is for any purpose participating in such an 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, weather caused by releases negligence or otherwise, and agree 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.

Class Requirements

1. Street Stock Class (USA class only)

1.1 Tyres – Maximum tyre size is 37", based on manufactures sidewall stamp. Sticky compound competition tyres will not be permitted. Three bonus points will be issued at the start of the event for each inch below 37" to a minimum of 33"

1.2 Steering – Street Stock class is limited to hydraulic assist of the stock components (hydraulic rams ok). Rear steer or full hydraulic steering is not allowed. Cross over steering acceptable.

1.3 Frame –

1.3a - Frames must be OEM or direct OEM design aftermarket replacement. Frame reinforcement allowed.

1.3b - Frame rail modifications are not allowed, including cutting holes in frame rails for custom brackets (except as allowed in 1.7 below)

1.3c – Frames cannot be punched or drilled to lighten them.

1.4 Body –

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1.4a – Bodies must be full width of OEM. Bodywork must extend a minimum of 24" past the centre of the rear axle. Full recognisable 4x4 bodies ie. Jeep, Toyota, Ford etc., are required. Some trimming of body allowed such as fenders/guards and corner panels. Fenders/Guards may be trimmed under the area that would be covered by a factory or aftermarket guard flare or a maximum of 3".

1.4b – Front fender/guard wells may be omitted. All flooring are fire walls must be fully intact with the exception of the following.

1.4b1 – The hump area directly over the transmission and transfer case may be modified to accommodate aftermarket products or lifting of stock components.

1.4b2 – The floorboard may be cut or modified for clearance of rear shocks, fuel tanks and routing of fuel lines.

1.4c – Flat beds/tray backs allowed on trucks with a +20 point penalty assessed.

1.5 Radiator – Radiators must be in the factory position and covered by the hood/bonnet.

1.6 Seating – Vehicles must have two (2) seats side by side.

1.7 Suspension

1.7a – Stock configuration suspension designs required. Example leaf from factory must be leaf for competition; coil/leaf from factory must be coil/leaf for competition etc... Double shackles, air shocks and coil over systems are allowed with a 10 point penalty (+10).

1.7b - No limitation on suspension attachment point measurements, but overall wheelbase MUST remain +/- 3" of stock.

1.7c – Manual or automatically controlled suspension systems that compensate ride height are not allowed. Front bumper mounted winches may be used as an adjustable limiting strap for the front axle. Rear axle winches are also allowed as an adjustable limiting strap.

1.7d – Shackle reversal approved for leaf springs, Shackle hangers may use holes cut in the frame for leaf spring shackle bushings. Rear leaf springs mounted inside the frame are allowed (frenched).

1.7e – Portal axles are not allowed.

1.8 Fuel Systems – Factory fuel tank and vents are acceptable. The tanks and vents must be in the stock location and configuration to pass tech/scrutineering. Any modifications to the factory system will require a rollover valve and fuel vent line shutoff valve located near the fuel tank and accessible by track personnel.

1.9 Kill Switch – Factory ignition switches (kill switches) are acceptable for stock class if in the original factory location and configuration.

1.10 General Vehicle Requirements – General vehicle requirements apply (see section 5).

2. Legend Class

2.1 – Tyres – 43" maximum measured tyre diameter by sidewall designation (USA max tyre is 42")

2.1a Tyre penalty for every inch over 37" a one (+1) penalty will apply per course. (AUST rule only)

2.2 – Steering – Front axle steering only, rear steer is not allowed.

2.3 – Body – Body panels are required. Body panels must closely match the original factory configuration of the vehicle. 66% of the original sheet metal must be in place. Tube bodied vehicles with skins go to Trail Buggy.

2.4 – Seating – Vehicles must have two (2) seats side by side.

2.5 – Engine – Mass produced automobile/light-truck engine available to the public mounted forward of the driver.

2.6 – Suspension – Changes in wheelbase allowed for normal suspension movement only.

2.7 – Frame - Box type or factory frame required (no tube buggies). 66% of original factory frame must be in place.

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2.8 – Fuel system – Factory fuel tank and vents are acceptable. The tank and vents must be in the stock location and configuration to pass tech/scrutineering. Any modifications to the factory system will require rollover valve and fuel vent line shutoff valve located near the fuel tank and accessible by track personnel.

2.9 – Kill Switch – (USA Only Rule) Factory ignition switches are acceptable for the legend class if in the original factory location and configuration. Ignition kill switches must be used if factory ignition switch is not.

2.9a – Kill Switch – (AUST Rule) All vehicles are to have a kill switch fitted in reach of the driver. All kill switches will be tested at scrutineering. URS officials will deem the kill switch acceptable.

2.10 – Formula Toyota – (F Toy) allowed in class with +15 penalty assessed. (USA Rule)

2.11 – General Vehicle Requirements – General vehicle requirements apply (see section 5)

3. Trail Buggy Class

3.1 (USA Only Rule) See section 4 (Pro Modified Class) for Trail Buggy vehicle restrictions (exception of rule 3.2)

(AUST Rule) See section 2 (Legend Class) for Trail buggy vehicle restrictions (exception of rule 3.2 and rule 3.3).

3.2 – Tyres – No restriction on tyre size. At URS Discretion (AUST Rule)

3.3 – Steering – Rear steering is allowed (AUST Rule)

4. Pro Modified Class

4.1 – Tyres – 40" maximum measure tyre diameter by sidewall designation

4.2 – Steering – Front axle steering only, rear steer is not allowed.

4.3 – Seating – Vehicles must have two (2) seats side by side.

4.4 – Engine – Mass produced automobile/light-truck engine available to the public mounted forward of the driver.

4.5 – Suspension - Changes in wheelbase allowed from normal suspension movement only.

4.6 – General Vehicle Requirements – General vehicle requirements apply (see section 5)

4.7 – Portals – (AUST Rule) Portals are allowed.

5. Unlimited Class and General Vehicle Requirements

5.1 – Brakes – Complete brake systems must be in good working condition capable of stopping the vehicle at all times.

5.2 – Body –

5.2a – The hood/bonnet must cover the top of the engine completely to pass tech/scrutineering inspection. (AUST Amendment. At URS discretion the bonnet must cover from the firewall to cover the engine or front mounted radiator which is ever the forward most).

5.2b – Fire walls are required for fire safety and must be a minimum of .040 aluminium, 20- gauge magnetic steel, 3/16" fibreglass or lexan (prove heat rating).

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5.2c – All vehicles must have a floor under the driver and passenger seat to rest the occupant's feet on and protect them from flying parts during breakages. Floor must be a minimum of .040 aluminium, 20-gauge magnetic steel, 3/16" fibreglass or lexan (prove heat rating). Expanded metal is acceptable as long as it meets the above requirements except in the street stock class where factory floor boards are required.

- Australian amendment to rule 5.2c. Expanded metal is acceptable material for the floor covering as long as it meets the above mentioned requirements in the pro classes only (Pro Mod and Unlimited) The holes are to be no bigger than 1 ½" diameter and to be no more than 50% of the floor area to be open. This rule is allowable at the discretion of URS officials.

5.2d – Body parts damaged, missing or torn off during the course of an event that were in place after a vehicle has passed tech/scrutineering inspection must be approved by a marshal. Vehicles that do not meet safety requirements after being damaged must be repaired or be disqualified from that course or the event.

5.2e – Plexiglas hoods/bonnets and windscreens are allowed.

5.3 – Cooling – Radiator mounting must be designed so that in the event of a break in the radiator spectators, spotters/navigator and drivers are protected from the coolant spill. Radiators must be securely mounted. Hoses and connections must be in good working condition without cracks. Top mount (roof mount) radiators are not approved. Radiators must have an overflow bottle connected to the radiator by an overflow tube. Spilled coolant shall be removed from the course by the competitors after completing the obstacle/course.

5.4 – Electrical – Maintenance free type batteries with adequate mounting to keep the battery in place in the event of a roll are required. Mounting must be a clamp type mount that "cages" the battery in position. Wires must be in good condition and safely routed. Exposed or burned wires are not approved.

5.5 – Engine – Engines must be free of fluid leaks that pose a fire threat and be of OEM automotive type and readily available to competitor's in their country of origin.

5.6 – Fuel System –

5.6a – Non-vented gas/fuel caps are required. Fuel systems must be sealed with rollover valve or shut off valve installed in the fuel vent line. Vent line must be routed so that if the rollover valve fails, fuels will not spill. Shut off valves on the vent line are highly recommended.

5.6b – Vehicles leaking fuel will be assessed TEN (10) PENALTY POINTS. Vehicles leaking fuel profusely will not be allowed to continue until repairs are made.

5.6c – Throttle assemblies must be in good working order and work smoothly. Hand throttles must automatically return to the non-throttle position.

5.6d – Propane/gas systems must have an electric energized to open solenoid for fire safety.

5.7a - Roll Bars/Cages – Roll bar construction must be welded and connection points of the roll cage must tie in to the frame of the vehicle. Body mounts are considered a tie in point for Street Stock class. Bolt in cages are approved at factory mounting locations. Roll cages must be capable of protecting the driver and spotter/navigator from injury. SSRC/URS will not be responsible for cages that fail. The safety of the roll cage is the responsibility of the driver, spotter/navigator and owner.

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5.7b – Roof – All vehicles have a roof directly over the occupants head to adequately protect him/her from objects coming through the cage in the event of a rollover; this includes protection for the passenger if the spotter is in the vehicle during a spotter ride bonus. The roof must be made from a minimum of 1/8" aluminium, .040" steel or 1/8" expanded metal. (expanded metal is for USA only).

Australian rule area above occupants head (driver and spotter if riding) needs to be covered with the minimum materials mentioned above. If occupant's arms are able to get out past this through the roof space a window net material or similar needs to be fitted for safety. URS recommend a solid roof.

5.8 - Seating – Seats must have adequate support for the driver and spotter/navigator.

5.9 – Steering – All steering components (u-joint, rag joint, electrical etc) must be in good working order as determined by an official. Hydraulic steering fluids must not leak.

5.10 – Suspension – Suspension pivot points and connecting points must be free from cracks and in good physical condition. Manual controlled suspension systems may not control individual tyres. These systems must control either the entire front or entire rear axle.

5.11- Tyres – All D.O.T stamped tyres are approved as well as tyres designed for competition use. All others must be approved by SSRC/URS.

5.12 – Winches – Fully operational, professionally built and sold electric, hydraulic and power take off winches with a minimum of five thousand (5000) pound rating are approved for operation of full sized 4x4 vehicles. Operational winches must use rope (non-metal) with minimum burst/breaking strength of nine thousand five hundred (9500) pounds. Winches with wire rope may not be used without the permission and supervision of a Marshal for extraction of vehicle and only with a winch weight to hold the rope down in case of breakage. Rope must be acceptable condition with minimal fraying or kinks. Clevis hooks must be rated at ten thousand (10 000) pounds. Winch must be mounted using factory mounting positions either on the bottom, front or back and be securely bolted down. Winch hooks must be equipped with a small strap that is used as a handle when winching. Violation will result in disqualification (50 points). (This rule is not applicable in Australia unless for specifically stated URS events).

5.13 – Frames- Frames must be in good condition, free from cracks, designed to handle the abuse of rock crawling and tied to a roll cage that meets SSRC/URS rules.

5.14 – Fire Extinguisher – (USA Only Rule) One (1) Fire extinguisher is required in the vehicle. Extinguisher must be fully charged. All vehicles must have a fire extinguisher fixed inside the vehicle that can be easily reached, released and used by the driver when the vehicle is in any position.

- (Australian Rule) Two (2) Fire extinguishers are required to be fitted to all vehicles in all classes. Fire extinguishers need to be fully charges and mounted in the vehicle. At least 1 needs to be accessible by the driver and preferably the other needs to be accessible from outside the vehicle for easy access by the navigator or a marshal.

5.15- Window Nets – (USA Only Rule) Window nets and or arm restraints are highly recommended to avoid injury.

- (Australian Rule) Window nets are mandatory in all classes.

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5.16 – Axles – Axles including, but not limited to, ring and pinions, housing, hubs, axles, CV's etc must be OEM type and readily available in the competitors country of origin. Portal Axles are not allowed in the Street Stock class (and Legend class in Australia).

5.17 – Battery Cut Off Switch – All vehicles using electric fuel pumps must be equipped with cut off switch or lanyard type kill switch (both types preferred for safety). The switch must be easily accessible to driver, spotter/navigator and marshals. The switch must kill the engine and fuel pump. Dash mounting is recommended. The stock ignition switch serves as a kill switch in Street Stock class; non-stock switches must meet the above requirements.

5.18 – Foot Bars – Foot bars must be constructed of a minimum of 1.25" OD x .090 minimum wall tube. Foot bars must be installed between the front and rear hoop of the main roll cage at a minimum height of 6" measured from the vehicle floor if not incorporated into the original vehicle design. The foot bar must be designed to keep feet inside the vehicle in case of a roll over.

5.19 – Seat Belts – 4 point harnesses are required and a five point race harness is highly recommended. (Australian amendment 5 point harnesses are mandatory for pro classes, Pro Mod and Unlimited). Seat belts must meet the manufacturer's specifications. Seat belts must be functional and be used at all times or the team will be disqualified (50 points). Mounting and use must meet the manufacturer's recommendations and directions. Seat belts must be in good working condition.

5.20 - Transfer Case – (USA Only Rule) Must be of OEM automotive type and readily available in the competitor's country of origin.

- (Australian Rule) Custom made transfer cases are accepted provided diffs are still driven via tail shafts.

5.21 – Transmission – For full size 4x4s the transmission must be OEM automotive type and readily available in the competitor's country of origin. UTVs see section five. (USA Rule only)

5.22 – Vehicle Numbers – Vehicles must have numbers at least 5" tall displayed.

5.23 – First Aid Kit - A first aid kit is recommended for each team.

5.24 – Helmets – D.O.T. helmets are required.

General Regulations and Scoring Rules.

1. Class Disputes and Challenges -

Any team may challenge another team's vehicle compliance with class rules at Technical/Scrutineering Inspection and Registration before closing time of registration (event day 1). The challenge must be in writing; SSRC/URS will inspect the vehicle and issue a ruling. Vehicles found to be compliant will be passed for competition and the challenging team will receive a 15 point penalty assessed to their score for the event. Vehicles found to be non-compliant will be issued a 15 point penalty and be required to repair the problem or be disqualified. A vehicle technical/scrutineering compliance protest must be accompanied with a \$20 (Aust \$50) from the protesting party.

2. Drivers License –

Competitors must have a valid driver's license from the competitor's home state or country.

3. Safety –

3.1 Safety requirements include, but are not limited to, the proper use of seat belts/harnesses, winches, spotters/navigators strap (not for use in Australia), controlling spilled fluids, no loose articles in

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the vehicle etc... SSRC/URS officials have the right, but not the responsibility, to advise spotters/navigators and drivers of unsafe acts. Acts deemed unsafe by an official must stop immediately. Three warnings will disqualify that team. Disqualified competitors will immediately be issued 50 points and shall move to the next obstacle/course.

3.2 Alcohol, drugs and other mind altering substances are not allowed at the events. Possession is grounds for disqualification. (Australian Rule drivers and navigators must have a breath alcohol limit below 0.02 and random breath testing will be carried out).

3.3 SSRC/ URS require competitors (drivers) to use D.O.T. or Snell approved helmets. Helmets are required for spotters/navigators that ride (Aust rule navigators are required to wear helmets regardless of whether they are in the vehicle or not). Helmets must be approved for motor vehicle use in the country of origin. US (and Australia) competitors must use Snell or D.O.T. approved. Gloves, eye protection, fire suits, neck braces (recommended in Australia), emergency cut off switches (mandatory in Australia) or any other safety equipment related to you or your vehicle are recommended.

3.4 Pushing running vehicles is forbidden and the team will receive a 10 point penalty at the second warning. Pulling vehicle with the use of a strap or rope is allowed. Using hand holes in straps or wrapping is not allowed (use of strap is a USA only Rule). Spotters/navigators will be warned if they are in a dangerous area.

3.5 All injuries must be reported to an SSRC/URS Marshal at the time of occurrence.

3.6 The driver's safety meeting is mandatory for all competing teams. Failure to be at the meeting can result in disqualification. A driver may designate his/her spotter/navigator to attend in his/her place. There will be no excuse for not knowing the rules.

4. Officials –

4.1 Officials score the competitors. All calls made by an official are final. SSRC/URS reserves the right for officials to disqualify any competitor who in their judgement is showing poor sportsmanship, cheating, drinking alcohol, behaving disorderly, causing environmental concern or otherwise creating problems. See sportsmanship for treatment of officials, spectators and volunteers.

4.2 All calls made by SSRC/URS are not open to litigation. Teams signing the SSRC/URS waiver relinquish all legal rights for litigation against SSRC/URS or anyone acting on behalf of SSRC/URS. All calls made by officials are made in good faith and are not biased in any way other than to follow the intent of the rules defined and interpreted by SSRC/URS. Any and all court cases will be held in Reno, Nevada, SSRC's Head office. (URS is an Australian company)

5. Sportsmanship –

During the event (registration day through to after the award ceremony/presentation) sportsmanship is required. If a competitor, team member or any member of the competitor's group is arrested for any reason, is rude or abrasive to local authorities or SSRC/URS, destroys property, or displays drunken or disrespectful behaviour will be disqualified. Sportsmanlike conduct is demanded from all competitors at all times. A 10 point un-sportsmanship penalty will be assessed at the second warning. A third infraction will be cause for disqualification or a 50 point penalty.

6. Environment –

6.1 Competitors shall keep all fluids inside their vehicle. Oil or fuel spilled on course, at camp or during registration shall be removed by the competitors and remain his/her property. All trash/rubbish must be disposed of properly in waste containers/bins. Failure to be environmentally responsible will result in a 50 point penalty or disqualification at the official's discretion.

6.2 Teams leaving roadways and designated routes in the event area will be assessed a 10 point penalty at their next obstacle/course. Disqualification may be assessed for avoidable disregard of marked or existing routes at an event.

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6.3 Vehicles leaking fluid, exceeding one pint, will be assessed 10 penalty points and may not continue until the problem is corrected.

7. Scoring –

There are X amount of stages per event for all classes. In each stage competitors negotiate the vehicle through beginning, intermediate and ending gates within a specified time limit. Start and Finish gates are clearly marked with intermediate gates in between. The vehicles front axle centre line must clear the Finish gate to complete the stage with in the time limit. Competitors are allowed a specific amount of time to walk and assess each stage before their time for the stage actually starts, usually at the beginning of the stage after the drivers briefing for the stage. Low score wins. Competitors start each stage with 0 points each and incur penalties/deductions/earn points through the stage.

7.1 Scoring Protests –

7.1a Scoring protests must be placed no later than 10 minutes after finishing a course. Mathematical scoring errors must be placed before the awards ceremony/presentation. After the awards ceremony/presentation starts all results are final.

7.1b Course scoring protests shall be placed at the obstacle/course where the problem occurred after the obstacle/course is completed. Crowd input or video play back will not be considered evidence during this process.

7.1c Protests will not be allowed on any safety violation or disqualification activity.

7.1d Scoring protests are permitted under the following conditions:

7.1d1 A competing team may only lodge a protest against their own score.

7.1d2 Only the driver and spotter/navigator may protest.

7.1d3 Scoring protests must be placed before moving to the next obstacle/course and within 10 minutes of completing the obstacle/course where the dispute occurred or they will be dismissed.

7.1d4 Protests must be made to a course marshal or a SSRC/URS official.

7.1e If a protest has been found valid, scored points will be adjusted on the teams score.

7.2 Drivers and Spotters/navigators – The driver or spotter/navigator may switch places if a spotter or driver becomes injured during an event if alternate spotter/navigator is not available. All changes must be approved by a SSRC/URS official and are limited to one change per event.

7.3 Reversing Direction of Travel – One (1) penalty point is issued for reversing direction by competitors. Reversing direction is when the driver changes direction of travel, or pushes in the clutch and rolls back etc. Reversing direction is not counted when the vehicle nudged back by the obstacle. If he/she then chooses to reverse direction, he/she will receive the point dor the direction change. Penalty points will not be assessed when a vehicle does not move and the gear selector is actuated. (Example twin sticking or disconnecting). A backing penalty will be issued when a team uses a reverse burn.

7.4 Gates –

7.4a Each obstacle/course is marked with gates. The gates include the start gate, course gates (cones) and trees or bushes that are tagged with red ribbon. Ten (10) points will be issued for every gate (cone) touched by any part of the vehicle including tyre. This includes the base of the cone. Cones That fall over due to unstable rocks that have been touched by the vehicle will not be counted as a touch unless rocks have been stacked for that purpose. Cones blown over by wind or exhaust do not count against the team. If spotters/navigators etc. Touch a gate, a gate penalty will be counted. Once a gate is cone is touched it is considered disqualified from the obstacle/course for the team who touched it and will not be counted for a second contact.

7.4b Gates are designed to lay out the course, however, a competitor may exit a gate and return through the same gate without penalty or disqualification in areas designated and advised by the official. It is the responsibility of the competing team to ask an official prior to any attempt to purposely leave a laid course. (Australian amendment, All gates are directional).

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7.4c Driving outside of the course cones to avoid an obstacle is considered leaving the course, and forty (40) penalty points will be issued if the team proceeds through the next set of gates. If the vehicle has at least three tyres in the course at all times, only ten (10) penalty points will be given, same as if he/she hit a cone. Three tyres must be on or between a set of cones (gate) during the successful attempt of each gate, not through a combination of multiple attempts.

7.4d Event banners and pennants may be used as course boundaries. Contact with such banners is not permitted. A vehicle touching a banner will result in a penalty of ten (10) penalty points. Once a competitor starts to touch the out of bounds area, the team will be given a warning of the infraction, the competitor then has the option of reversing or moving away from the out of bounds area (a reversal will be penalised on the teams score). If the vehicle moves further out of bounds the 10 point penalty will be issued. Further movement out of bounds will disqualify the team on that obstacle/course.

7.4e Forty (40) penalty points will be issued when a competitor leaves a course without advising an official (this is for spectator safety or on courses with multiple lines).

7.4f A teams time starts when the tyres of the vehicle or a team member breaks the plane of the start gate. The time ends when the centreline of the leading axle passes the finish gate.

7.5 Bonus Gates-

7.5a Taking the route available for higher class competitors on designated obstacles/courses will result in -10 bonus points being issued for competitors. Upper class vehicles using a lower class line will be considered out of bounds and receive forty (40) points.

7.5b -10 bonus points will be awarded to competitors who choose not to take their class line and attempt the next harder line. It must be completed without timing or pointing out. Class competitors may not use the next easier line. It must be completed without timing or pointing out. Bonus lines may be available for all classes. (Bonus points only achieved if course is complete in the allotted time).

7.6 Bypassing or No Show – A team that chooses to completely bypass an obstacle/course or does not show up for the 3 minute call will receive 50 points. A team that places two tyres (on the vehicle) through the start gate to time out will receive 40 points instead of 50 for a no show (example the vehicle is damaged and has no chance of completing the obstacle/course).

7.7 Spotter/Navigators Ride Tokens – (-15 points)

7.7a A team whose spotter/navigator remains in the teams vehicle during an entire obstacle will receive a fifteen (-15) point deduction from the teams score for that obstacle/course. Drivers and spotters/navigators must wear seat belts at all times when riding in the vehicle. The team can only receive the spotter/navigator ride token two times at each event (-30 points maximum deduction) and must inform the obstacle/course marshal that the spotter/navigator is going to ride. The spotter/navigator ride bonus is only available on designated courses, one per day. Once the spotter/navigator or driver leaves the vehicle they do not receive the fifteen (-15) point deduction for spotter/navigator ride. The vehicle must be completely stopped before the spotter/navigator can exit the vehicle.

7.7b Vehicles with only one seat may use a spotter/navigator ride token for fifteen (-15) points, but the spotter/navigator must remain behind the starting gates during the entire obstacle/course. If the spotter enters the obstacle/course, the team does not receive the fifteen (-15) point deduction. Radio communication by the team is allowed for this attempt.

7.7c Spotter/navigator ride tokens are only earned if a team completes the obstacle/course with less than forty (40) points.

7.8 Rear Steer – The use of rear steer in the unlimited class will not be penalised. Rear steer is not permitted in any other class. (Australian amendment rear steer is also allowed in Trail Buggy class)

7.8a In Trail buggy class a bonus of negative ten (-10) points will be awarded for not using rear steer during each course. (Australian amendment)

7.9 Tools –

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7.9a Vehicles must pass through an obstacle/course under the power of the vehicle and spotter/navigator. Recovery tools may be used with a thirty (30) point tool penalty. Tools are considered any item used as a means of leverage or bridge building that is bought with the competitor and not found naturally in the area surrounding the obstacle/course. Rocks may not be carried in the vehicle. Torque/leverage multipliers for spotters/navigators are counted as tools. Tools used to sweep the course are considered a penalty. (This rule does not exist in Australia, in Australia only natural material found within the course is allowed for track building).

7.9b Tools may be used to repair vehicles while on the clock. Time out will not be allowed for repairs without disqualification. Only drivers and spotters/navigators are allowed to work on the vehicle and must bring all tools into the course or have them on the vehicle. No tools or parts can be brought into the course while the team is on the clock. Violation of this rule will result in disqualification from the course.

7.9c (USA Only Rule) Spotters/navigators may use straps (15' minimum length) on the vehicle to aid in spotter/navigator leverage without endangerment and will be assessed an eight (8) point penalty for such use.

7.10 Winching – (USA Only Rule)

7.10a Winching is assessed a forty (40) point penalty for all classes and points the team out for that obstacle/course. Winching is considered when a team hooks a winch cable/rope to any anchor and begins to load the cable/rope. A cable is considered loaded as soon as the cable has tension on it and the winch motor is actuated. There are occasions where an official or marshal may allow a cable to be attached to an anchor for safety. No points will be issued as long as the winch is not used to pull the vehicle. This is called a safety cable.

7.10b Winch points may be set before the competition begins and shall not be provided upon request by competitors before attempting an obstacle/course if a winch point is not already established. Approved and established winch points will remain the same throughout competition.

7.10c An SSRC approved winch weight bag must be used on all steel cables used for winching. (If winching was allowed in Australia, there would be NO steel cables).

7.11 Disqualification –

7.11a Course disqualification (50 points) may be issued after two warnings about any violation including but not limited to the following

7.11a1 Safety issues as determined by SSRC/URS Officials.

7.11a2 Environmental issues as determined by SSRC/URS Officials.

7.11a3 No show at an obstacle/course. This includes not having front axle pass the starting gate of the obstacle/course.

7.11a4 Starting out of order at an obstacle/course.

7.11a5 Un-Sportsman like conduct (see section 5)

7.11a6 Unsafe vehicle condition as determined by SSRC/URS Officials.

7.11a7 Exhibition of speed.

7.11a8 Not leaving the course or area when instructed by an official.

7.11b Event disqualification (no score) may be issued after two warnings about any violation. A 10 point un-sportsmanship penalty must be issued prior to being disqualified (after the second warning). Disqualification must be approved by a court of three marshals and includes but is not limited to repeated violations of any item in 7.12a.

7.12 Suspension/Fines/Probation/Remedies/Sportsmanship/Penalties

7.12a SSRC/URS reserves the right to suspend, fine, place on probation and institute remedies to competitors and officials. Possible reasons for these actions include, but are not limited to; consumption

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of drugs or alcohol, environmental degradation, violent behaviour, cheating, legal action or foul and abusive language. The suspension, fines, probation and remedies shall be determined by a court of three marshals and the course officials involved.

7.12b Written protests may be delivered to SSRC/URS on any such suspensions/fines/probation/remedies to be considered by the court for dismissal.

7.12c Ten (10) penalty points may be issued for sportsmanship violations after the first warning.

7.13 Outside Team Help – Only the driver and spotter/navigator are allowed to touch, navigate or direct the vehicle while on course and the clock is running. Any outside help will result in disqualification (50 points) after one warning. This includes any kind of outside signal or communication to a team on the course while the clock is running.

7.14 Progression Points – Minus 2 points (-2) earned for clearing an intermediate gate with both axles. This excludes start and finish gates. Option gates are worth more than 2 points and are counted separately (see section 7.5). Credits are awarded only after the par of cones has successfully completed and the rear tyres have passed the pair of cones. Progression points are awarded even if the obstacle/course is not completed.

7.15 Tie Breaker – Least points earned at last stage of the event, 2nd to last stage of the event, etc.

8. Technical Inspection –

8.1 Vehicles must have numbers and stickers placed in the recommended areas as designated by the officials.

8.2 Vehicles cannot be switched to a spare vehicle during an event under any condition. Any modification made after technical inspection will be subject to disqualification (example, switching to a tyre size over the maximum specified in the class).

8.3 A post event technical inspection may be required on winning vehicles. Winners and their vehicles are required to be available for technical inspection within 10 minutes of their last obstacle/course. Random inspections may also be done on any vehicle at any time.

9. Walking the Course – Before each class attempts a course a 10 minute walk the course time is allowed for all class competitors. Once the 10 minute time period is up the course is not to be walked unless permission is specifically given by track Marshall. Failure to follow may result in a 15 point penalty and disqualification for repeat offenders.

10. Age – Competitors under 18 years of age must have parental or guardian consent in writing to compete and pass a driving test (forms are available). Sixteen (16) years old is the minimum age to be scored and must have notarised parental authorisation forms.

11. Starting Order – Starting order is based on a random draw system that is reversed the next day. The order is drawn at technical inspection. Competitors that tech late will be placed at the start of a group for both days.

12. Late Registration – Teams who tech late on Friday will be assessed a 10 point penalty.

13. Class Size – Four registered vehicles to constitute a class. Vehicles without a class will be assigned by SSRC/URS. Penalty or bonus points may be assessed.

14. The burden of proof for any rule is the team driver's responsibility.

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Australian Additions to Rules

15. **Recoveries and Recovery Vehicles** – Recoveries will be carried out in a safe manor and a representative from URS needs to be present at every recovery. All recovery vehicles will have a flashing orange light fitted to the roof. (This is to maintain spectator safety at all times)
16. **Series Points** –
 - 16.1 Series points will be awarded for each round of competition with the winner receiving 100 points, 2nd receiving 99 points 3rd receiving 98 points and so on.
 - 16.2 Series points are only accrued if two parts of the team are the same for each round. For example. The driver is one part of the team, the navigator is one part of the team and the vehicle makes up the third part of a team. As long as two of these parts are the same each round then series points are accrued.
 - 16.3 No part of a team can compete on a course more than once.
17. **Sponsors Stickers** – An adequate area on all vehicles needs to be set aside for sponsors' stickers. URS Sponsors stickers will be checked each event and added if required. Failure to have these stickers visible during the event will result in penalties and possible disqualification from the event.

