

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, M2005 or M2010 with a legible Snell sticker attached, FIA Standard 8860-2004, with a legible FIA sticker attached. The "M" helmets will be dropped from the four-wheel classes as of January 1, 2008. 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. See page 149. SCORE recommends each helmet be labeled (*painted*) with the driver/riders name, blood type, allergies, or any other medical information. Straps must have "D" rings, no snaps.

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 50mm high by 100mm 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 - 100mm Bandage Compress
- 2 - 50mm Bandage Compress 1 - Triangular Bandage
- 8 - 50mm x 76mm Adhesive Pads
- 16 - 25mm x 80mm 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 - 100mm Bandage Compress 1 - Eye

Dressing Packet 8 -
50mm x 76mm Adhesive
Pads 16 - 25mm x 80mm
Bandages 1 - 8cc
Merthiolate

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SCORE 2006-2010 Rule Book



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.

CR7 REFLECTORS

All vehicles must have either two (2) (*4-Wheeled Vehicles*) or one (1) (*Motorcycles and ATV's*) 50mm minimum diameter red reflectors on the rear of the vehicle and/or helmet. LED lights are not reflective and do not fulfill this rule.

CR8 FIRE SUPPRESSION EQUIPMENT

Each vehicle except Motorcycles and ATV's shall be equipped with a portable UL approved 1.5 kg 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)

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.

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 13.8 bar in its fully extended state and the static shaft pressure exceeds 20.7 bar when fully collapsed.

Bump stops will be considered secondary suspension when they contact the suspension unit more than 100mm before the end of its travel. Suspension bump stops can only be made of rubber, plastic, urethane, etc.

CR12 WHEELS and TIRES

Snapon 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 1016mm Outside Diameter (O.D.). Pressure checked at 1.24 bar 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, ISO 8.8 or better nuts and bolts and secured with either lock nut, lock washer, 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 tierod 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 19.05mm O.D. X 1.524mm wall thickness unless it is an original factory production item. Steering must be considered safe by SCORE before the vehicle will be allowed





CR15 BRAKES

Brakes must be in a safe working condition and able to apply adequate braking force to “lockup” 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 on 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.)*

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 1 meter from the ground if other than stock. The brake light must be at least 76mm 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 76mm 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 an 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 1.22 meters 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 an 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.

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.

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. 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 acceptable. The minimum standards acceptable for physical properties are:

Test Type	Minimum Standard	Test Specification
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Tensile Strength	450 lbs.	Spec. CCC-T-1916 Method 5102
Tear Strength	50 lbs.	Spec. CC-T-1916 Method 5134
Puncture Test	175 lbs	.Spec. Mil-T-6396 Article 4.5.17

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 1.5mm Aluminum or steel. 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 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 50mm*), 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 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. Fourwheel drive class 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 6mm x 50mm steel strap, or 50mm wide nylon webbing both 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 codriver. 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 not permitted in any class of competition. Diesel engines in stock classes witch utilize stock turbochargers may be approved on a individual bases.



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-penetrate, 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, but without driver. Note: There is an allowance of minus 0.005 inches on all tubing thicknesses. Minimum tubing size for the roll cage is:

Up to 907 kg

38mm x 2.5mm CDN/4130/Seamless or ASTM 1018/1026 CDS/DOM

908 - 1134 kg.

38mm x 3.0mm CDN/4130/Seamless or ASTM 1018/1026 CDS/DOM

1135 - 1360 kg

45mm x 2.5mm CDN/4130/Seamless or ASTM 1018/1026 CDS/DOM



1361 - 1814 kg

45mm x 3.0mm CDN/4130/Seamless or ASTM 1018/1026

CDS/DOM

Over 1814 kg

50mm x 3.0mm CDN/4130/Seamless or ASTM 1018/1026

CDS/DOM

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 of 5mm, see Figure 4. Where bolt and nuts are used the bolts shall be at least M8 diameter ISO 8.8 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 and diagonals
- (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 rollbar 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



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 2387square cm.

All roll cage bars must be at least 76mm in any direction from the driver and co-driver's helmets while they are in their normal driving positions. Rear hoop or rear cross over tube which has diagonals and down kicker attached to it may not be located more than 610mm from drivers head.

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 3mm X 76mm X 76mm 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 5mm diameter must be drilled in a non-critical area of the roll bar hoop to facilitate verification of wall thickness. It is the prerogative of SCORE to drill a second hole if deemed necessary.

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 232 square cm, with a resilient padding at least 76mm thick. Any portion of the roll bar or bracing which might come in contact with the helmet must be padded.

Roll Cage and Vehicle annual inspection

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.



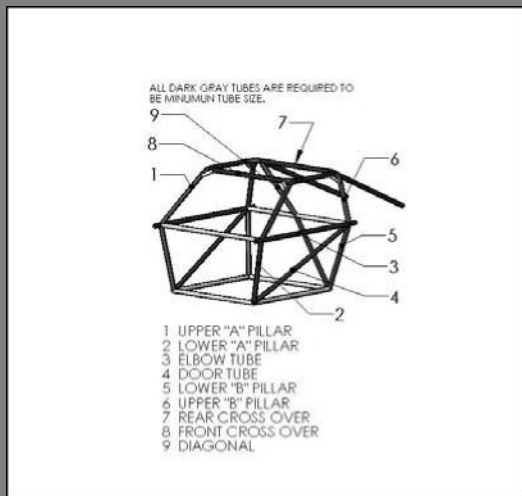


Figure 1: Roll Cage

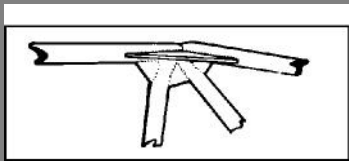


Figure 2: Corner of Main Hoop Intersection showing Gussets

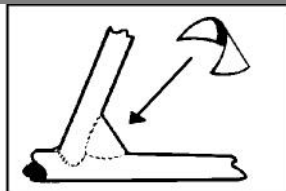


Figure 3: Front Lower Hoop Intersection showing Gusset

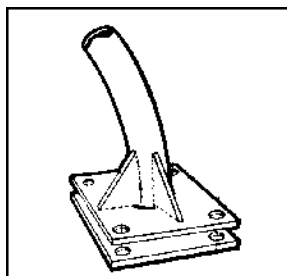


Figure 4: Mounting of Roll Cage showing use of Doubler Plates. Note use of Gussets under the Curve and off to the Side.

have an inspection every six months

CR34 SAFETY HARNESS

All vehicles except Motorcycles and ATV's must have a heavy-duty type fivepoint fast release (*no push button or quick release type*) seat belt and shoulder harness with metal metal buckles and connectors for each occupant. The single antisubmarine strap of the fivepoint 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 fivepoint system consists of a 76mm seat belt, a 50mm antisubmarine belt, and two 76mm 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 100mm below top of shoulder. Lap belts should be kept at a minimum at least 60mm 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 40mm from the seat to prevent accidental loosening or chafing. Mounting



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 40mm clearance between seat and buckles.

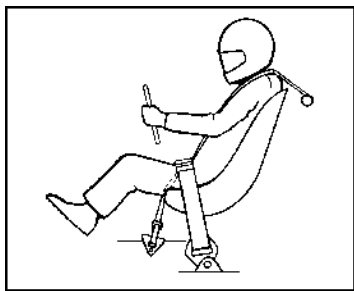


Figure 5: Safety Harness Mounting showing Correct Shoulder, Lap, and Crotch Strap Locations.

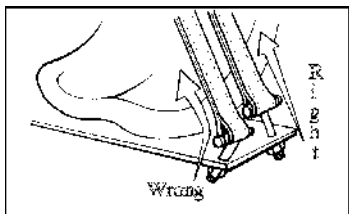


Figure 6: Safety Harness Mounting Hardware showing Correct Angle that will Sustain Maximum Load.



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 150 to 200mm 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, liftadot, 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 codriver 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 rollover 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 2mm) 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 rollover.



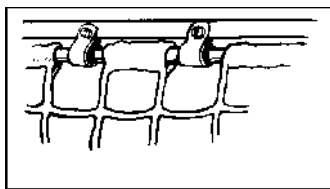


Figure 7: Safety Net Installation using Electrical Wiring Clips Secured with Metal Screws.

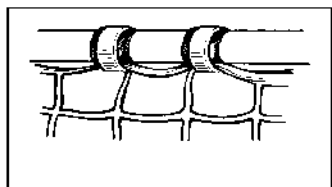


Figure 8: Safety Net Installation using Hose Clamps.

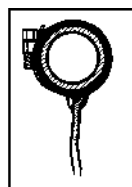


Figure 9: Safety Net Installation showing Hose Clamp Screw to the Inside.

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.



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 2mm) 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 and clips, etc.*) and must have a secondary latching device.

CR39 FIREWALLS

All vehicles in competition except Motorcycles and ATV's must utilize an allmetal 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. 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) 5mm 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 203mm high with a 25mm 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 (100mm high by 305mm 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 150mm high with a 25mm 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 100mm high.

(D) Visible from above, one (1) number. Numbers must be a minimum of 200mm high with a 25mm stroke width.

(E) Any letters used for identification purposes by SCORE in your number may be 1/2 the size of the number.

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 150mm high with a 25mm 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 150mm high with a 25mm stroke width and attached to a number plate of sufficient size to accommodate them.
- (C) A blank space (50mm high by 200mm 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 150mm high with a 25mm 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 150mm high with a 25mm stroke width and attached to a number plate of sufficient size to accommodate them.

(C) **A blank space (64mm high by 200mm 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 150mm high white numbers.

(B) Visible from the rear, one (1) number on the rear window. Numbers must be 150mm 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 TICKET RECEPTACLES

All vehicles may be required to be fitted with a check stub can or container in certain long course events. This container must be located on the left (*driver's*) side of the vehicle and placed in an accessible and visible location. No other vehicle and/or persons are permitted to transport check stub containers. All vehicles must stop at each announced control point and receive a check stub in their container. Removal of any check stub container by anyone other than an SCORE official is prohibited. Responsibility for the check stubs and container is that of each entrant. All ticket receptacle can tops shall be completely removed and any sharp edges removed. The top must then be recovered with a slotted tape covering or plastic/rubber "stub stuffer" cover

