



Reiter Rock Crawl Competition

Rule Book

Effective 1/1/19

With permission from W.E. Rock Events, LLC, this closely reflects how the Reiter Rock Crawl Competition (RRC) will be scored and handled. Please understand that you will find W.E. Rock listed throughout this text. There may be small variations, but this is the basis of how this competition will be held.

Important notice

Rock Crawling 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 spouse 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 the DNR and the Timber Tamers Reiter Rock Crawl Competition, the competitor for himself/herself, his/her personal representatives, heirs, and next of kin, hereby releases the entity, and their respective officers, directors, promoters, sponsors, employees, agents and volunteers (“releases”) of all liability to the competitor, heirs and assigns, 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 or others.

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.

W.E.ROCK has spent several years compiling information using the input from builders, outside resources, professional engineers, and W.E.ROCK competitors. These rules are in line with the majority of competition vehicles now competing in W.E.ROCK International events.

It is not the intent to eliminate anyone from competing, but just the opposite. It is our goal to continually uphold the highest standards of safety possible for our competitors and spectators. Changes are always met with resistance; however, without them, progress will never happen. Please keep the big picture in mind--safety!

Each competitor acknowledges and represents the following while competing:

- That he or she has read the foregoing release and waiver of liability and indemnity agreement.
- That he or she does at all times, while riding in a vehicle participating in an event, wear his or her respective safety harness and helmet.
- 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 rock crawling competition.
- That the owner/driver has informed himself/herself about the event, either by prior participation or by investigation into the sport and especially W.E.Rock and prior RRC events.
- That the driver or any other person(s) in a vehicle participating in any the event, may choose to bypass any obstacle and, therefore, assumes all risk and liability, as indicated above.

Please Be Aware:

Although safety is everyone's primary concern and certainly the highest priority of all of us, the ultimate responsibility rests on the competitors.

Competitors can, at any time, choose to bypass any obstacle or area where they feel uncomfortable or unsafe driving.

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Section 1: Points Scoring System

1.1: Course Time

Every team will have ten (10) minutes to complete each course unless otherwise specified in the driver's meeting. 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 cross the imaginary line between the finish gates. Once the time has expired, the vehicle must be removed from the course using the quickest allowable route possible. **Time management is the sole responsibility of the team, assigned judges**

for the course will keep time for scoring, but knowing the time remaining on course is the responsibility of the team.

1.2: Reversal

One point is issued for a purposeful reversal by the competitor. A purposeful reversal or back up is considered when a driver puts the vehicle in reverse and backs up 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 one (1) point for backing and everything will be judged as normal. If the team completes the course in reverse (never making a change in direction), the point for reverse will be removed from the score.

1.3: Gates

Each obstacle is marked with cones, and other “hazards” like marked bushes and trees, ribbon, banners, pennants, flagging, flags, etc. A ten (10) point penalty or disqualification points will be issued for every cone or hazard touched.

All hazards will be appropriately marked and will be discussed in the driver’s meeting. If the spotter, winch rope, 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, or 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 not touching the ground, or axle, crossing the vertical plane of the “intended” location of a cone, even without touching the cone, will be penalized the same as if the cone had been touched.

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. **While on course, understanding course flow is solely the responsibility of the team.**

The course is designed to be driven between the cones. If, while attempting a gate, the vehicle is so far off-line that at least three tires do not place/travel on or between the set of cones or gate, they will be declared “out of bounds” and will receive 40 points for that obstacle. The team does have the option of re-trying the gate. In the case of this happening, the team will receive any points acquired while on the clock up to the 40 maximum points allowed. **While attempting to reposition the vehicle to re-attempt a gate, the driver may back up through the gate or exit and enter the course from the same side as long as no other gates are driven through or touched.** Any vehicle bypassing a gate entirely, intentionally or not will also be declared “out of bounds”.

Due to the nature of natural courses, courses may change between competitors’ runs; if this occurs, the staff will determine where the location of the cone should be to maintain fairness among competitors.

1.4: Bonus Gates

In an effort to reward those who wish to attempt higher difficulty lines, Bonus Gates may be included throughout the course. Bonus gates are optional and will be marked or colored differently than a standard gate. Bonus gates are worth a -10 (negative ten) bonus points plus progression points, if in lieu of a regular progression gate; Bonus gates may also be a stand-alone bonus and are counted after the rearmost portion of the vehicle clears the imaginary line defining that gate. If bonus cones are hit, they count as any other cone hit, but bonus credit is still earned if the gate is then cleared. ***Bonus gate credit will NOT be earned if the entire course is not completed.*** A team that attempts and fails a bonus gate may choose to return to the original departure point of the normal course to attempt to complete the course within the remaining time. All points accrued during the bonus attempt and return to the normal course will be counted.

1.5: Pointed Out/Timed Out

The maximum allowed points for a course are 40 (forty). Points accrue throughout the ten minutes on course, and if the total reaches 40 prior to completion of the course, the team is “pointed out”. The team receives 40 points on their score sheet (less any progression points) and moves to the next obstacle using the quickest allowable route possible.

If the time allowed on an obstacle runs out, the team is “timed out”. The team receives 40 points on their score sheet (less any progression points) 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.

1.6: Progress Points

To reward teams for progress through a course, “progression points” are given for each intermediate gate completed. Point values correspond with each gate, -1 for the first gate; -2 for the second gate; -3, etc. for each intermediate gate completed, and are counted after the rearmost portion of the vehicle clears the imaginary line defining that gate. If an intermediate gate cone is hit,

it counts as any other cone, but progress points are still earned if the gate is then cleared. The Start and Finish gates will not be credited as progress gates.

Progression points will be credited once cleared and are the only credit points retained if the course is not completed. Progress points will be given for every set of gates cleared, including Bonus Gates that are in lieu of standard gates. These points are not taken off a team's score until they have successfully completed the obstacle, timed out, or pointed out; so they are not related to "pointing out".

1.7: Rear Steer

Rear steering is only available to be used by the Unlimited Class vehicles. A 5 (five) point penalty will be issued for use of rear steer in the Unlimited Class. The penalty will be issued only once per course, if used on that course.

1.8: Rock Stacking

Any rock, log, or other item found naturally in the course vicinity may be used to help a team's progress through a course. A team may go outside their current course's boundary to locate rocks and wood, but they may not take any from a different course. To ensure fairness, teams are not allowed to "pre-set" rocks and wood and will be called for sportsmanship and a penalty of 10 points if they are found to be moving anything prior to the start of their time. It is acceptable to "look" for these items, however, they may not be moved unless the team is 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 3 (three) 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 (three) minutes to "unstack" the course. They may only move rocks that they stacked during their attempt on the course. Any rocks moved must be returned as close as possible to their original location. Any team seen intentionally moving rocks to a more difficult location than their original placement, or destroying/breaking rocks or logs, will be penalized 10 points for 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.

1.9: Spotter Manipulation

The spotter may not touch the vehicle in an effort to aid movement. 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, however any outside assistance will result in a point out.

Spotters touching a rolled vehicle while it is moving will NOT receive a warning, they will be assessed a penalty of 10 points.

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 10 point penalty will be assessed if violated, without any warnings.

1.10: Spotter Strap

If a team uses the spotter strap, a no 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, **any pull from the front of the vehicle that will result in the spotter being less than 20' away from the vehicle (including reverse pulls), the spotter must start further away than 20'. An approved extension is recommended for the spotter rope. Once the vehicle and spotter reach the 20' minimum distance the spotter must drop the spotter strap. If the spotter becomes less than 20' away while still holding the rope and while the vehicle is moving, a 10 point penalty will be issued for safety violation. Front pull is defined as any pull made by the spotter in which the spotter will or may end up positioned between oncoming tires, whether those tires are located in the front or rear of the vehicle.**

The spotter rope must be marked at 15 feet with any of the following: a knot, several layers of duct tape or paint in a different color as the rope. Violations of this safe distance carry a penalty of 10 points after a warning is given. If a team does not heed the judges warning, a team may be disqualified on that course.

Attachment to the vehicle of a spotter strap must be done in an approved fashion (self-locking caribiner designed for side loading, hook and cage strap, etc.) Approved hand holds along the rope include knots or T or ski handle type grip(s). No loops for grip are approved, no "wrapping" of the rope around hand, arm, body or foreign object (tree, rock, etc.) for leverage is allowed and will carry a 10 point penalty.

Spotter Ropes must be approved at Tech. Non-Approved Rope: Rope with cuts and abrasions of over 25% of the rope width deep.

1.11: Tools

A vehicle must pass through an obstacle under its' own power. 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, they may be carried in by the spotter at the start of a course or may 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.

At no time may a team leave the course to gather tools while on the clock. Teams may only use tools that came in with the vehicle or were 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 push-bar would be allowed. A quick-detach push-bar that can be added and removed throughout the event would not.

1.12: Winches

Winching is assessed a thirty point (30) point penalty if used, per course.

Winching is considered when a team hooks a winch rope to any anchor and begins to load the rope. A rope is considered loaded as soon as the cable has tension on it. 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 is not removed and then reattached.

Exemption: A team may use the vehicles winch to perform a self recovery after a rollover and for the sole purpose of self recovery and continuation on the course. The winch can only be used for the act of recovery and may not be used to further progression on course. The team will receive a twenty (20) point penalty if the winch is used for self recovery. The team must use the winch with either an existing winch anchor point found naturally on the course or a self recovery anchor carried by the team and attached to the vehicle securely before attempting the course.

There are occasions where a judge or marshal may allow a rope to be attached to an anchor for safety and no points will be issued as long as the winch is not used to pull the vehicle. This is called a safety rope.

1.13: Breakdown Time

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

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

To start breakdown time, the team’s scorecard must be signed by the judge of the course where that team is about to miss their start. The judge will mark the competitor’s scorecard with the time of day and sign it. Once breakdown time has begun, a team has only 45 minutes to complete the repairs and return to the SAME course judge to sign back in. The Judge will then mark down the time, sign it, and mark down the number of the vehicle the competitor is following. If it only takes 25 minutes to do the repairs and you have signed in and out properly, you will retain an additional

20 minutes for possible use later that day. If a team surpasses the allowed 45 minutes of breakdown time even by 1 minute, they will be disqualified for that day and receive forty (40) points for each remaining obstacle.

Teams who move to an obstacle out of order and without a judge's signature will be disqualified for that day and receive forty (40) points for each remaining obstacle. If a team breaks down and is last in their flight or has nobody behind them, the team then has 45 minutes or however much time is left of their break down time to complete the repair and line up for the next course. **It is the sole responsibility of the team to manage their breakdown time.**

1.14: Fluid Control

Teams must adhere to all fluid related rules.(See Section 3.3) 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. If this occurs, the judge or team should call a marshal for review and clarification.

1.15: Outside Assistance

Any spectator or team member in the course area providing assistance by electronic devices or any other method to the spotter or driver while the team is on course could cause the competing team to be penalized or disqualified from that course, as well as possibly causing their own expulsion from the event.

In addition, no team may use any tools placed near, inside or outside the course except as described in Section 1.11: Tools. Determination and investigation of outside assistance will be made by the Marshal. Determination factors will include, but are not limited to: Whether the person or persons are with the team in question, whether the person or persons are affiliated with another team, or whether the person or persons are spectators only and have no affiliation.

Sportsmanship is the responsibility of everyone, be sure to warn your friends and teammates of the image they portray. Cheating will not be tolerated.

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

1.16: Out Of Bounds

Each course has an out of bounds line determined by stringer 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:

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

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

C) If the competitor moves further towards out of bounds, the team will be disqualified.

If the vehicle makes a sudden movement into the out of bounds area, the team will receive no warning and receive a 10 point penalty. If the vehicle moves suddenly out of bounds, a disqualification will be issued if 50% of the vehicle is located out of bounds. In the event of a rollover that places the vehicle out of bounds, if two or more tires have broken the plane, it will result in an automatic disqualification on that course.

1.17: Seat Belts

All pro classes are required to have a 5-point harness system. Belt tightness is to be determined by the driver at his/her own discretion as the driver assumes all risks involved with belt tightness. Every driver must wear and lock all available belts in their safety harness system (arms through shoulder harnesses and legs through lap harnesses). A penalty of ten (10) points will be assessed if the driver is in the vehicle and starts movement on course without the required safety belts system locked, if not corrected disqualification may occur.

Section 2: Team Rules

2.1: Changing Vehicles

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

2.2: Drivers

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

2.3: Driver Order

The order of competitors is based on a random-draw system. It is the team's responsibility to complete all courses! If broken for the remainder, please let incomplete courses or Master Stats know.

Teams may be moved to other obstacles in the event of a bottleneck. Special terms may be allowed (Example: Walking the obstacle), if a team is moved out of order to a different obstacle number.

Any/All changes will be confirmed at the Driver's Meeting.

2.4: Driver's Meeting

All competitors *should* attend the Driver's Meeting. This will be held at a designated location one-hour before the start of the event on the day of competition. Any additional driver's meetings to be held will be posted. Specific information is given at these meetings regarding the day's event, in

addition posting of running order and staging assignments are also provided. Failure to attend is not an excuse for infractions, rule changes or not knowing information given at the Driver's Meeting. **The Marshal retains the right to change any or all rules found in this rulebook, including penalties, any time prior to the start of an event.**

2.5: Tech and Registration

2.5.1: Tech and Registration is specific to the event and will be posted on RRC Facebook page: <https://www.facebook.com/ReiterRockCrawl/> drivers are responsible for knowing this information.

2.5.2: Late Vehicle Tech will begin two hours prior to the start of the event. Teams must be registered no later than one hour prior to the start of the event.

2.5.3: Any teams found with Illegal vehicle standards must be completely legal by the team's first course of the day. Safety Infractions will not be permitted and the team will not be allowed to compete.

2.6: Spotter Straps

Straps and carabiners used by spotters for pulling must be approved by the event marshal. Straps with "hand- loops" are not approved if they could possibly "trap" the hand when taut. Spotters may not wrap the strap around any part of their body.

RRC recommends, as a minimum standard, all ropes used as spotter rope to be 3/8" Kermantle Rope (Core-sheath, static line). Leader ropes or built in leaders on the strap must be used.

RRC requires attachment devices (ie. carabiners) 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).

Carabiners may not be directly attached to the vehicle at any time, (This prevents carabiners from being side loaded that could cause breakage).

2.7: Sportsmanship

During all competition events, proper sportsmanship is required. If a competitor or team member (including crew) promotes unsportsmanlike conduct, is rude or abrasive to officials, local authorities, volunteers, 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 event Marshal or a Staffer may penalize a team for unsportsmanlike conduct at any point in the competition, including prior to registration and after the awards ceremony, an unsportsmanlike call will receive no less than a 10 point penalty, extreme conditions may require penalties beyond 10 points and will be enforced at the discretion of the event Marshal.

Coaching of judges is unacceptable and is considered unsportsmanlike and is grounds for disqualification. The goal of competition is to promote a respectable sport and promote partnering companies in a professional light. Therefore, unsportsmanlike conduct will not be tolerated.

2.8: Protests of Judge's Ruling

Judges have the final say in all cases, except for a misunderstanding of a rule. We recognize that there will be, from time to time, errors in a Judge's call. The Marshal 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 Judge's "judgment call." i.e. a call on a cone, out of bounds, reverse, bushes, etc. If a call comes into question during a team's attempt on a course, the competing team should call a time-out immediately. The course Judge will stop the time and the problem will be addressed through the Judge or Marshal.

One team protesting another team does NOT stop the clock. The protesting team must wait for the completion of the obstacle before issuing a protest. One team may NOT protest another on "judgment calls", as described above, unless there is a **clear misunderstanding** of the rules.

Treatment of Judges, event officials, and volunteers falls under sportsmanship.

Scorecards will be reviewed for accuracy at the end of every day's events; if your scorecard is marked incorrectly, it is your responsibility to be sure it is corrected.

All Scorecards will be checked by the scorekeeper before the shootout or before awards, if a team's scorecard is not available for review, that team will not be considered for the shootout or for awards.

2.9: 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 be immediately discontinued. Failure to comply can result in an immediate point out and the team will be asked to move to the next obstacle.

Section 3: Miscellaneous Safety Rules

3.1: Seat Belts

Seat belts must be worn at all times while driving or riding in a vehicle during an event. This includes all passengers and time ran between obstacles as well as time to and from the event site. Seat belts in the Unlimited competition vehicle **must** be a five (5)- point harness with **all** straps (including Shoulder Straps) secured and locked down.

Exemption: Stock and Sportsman Class may have a 4 point harness, or full lap and shoulder belt. This is a minimum requirement.

3.2: Fluid Control

Teams must adhere to all fluid related rules. Excessive loss of environmentally damaging fluids will result in a 10 point penalty assessment or are subject to vehicle disqualification. This includes water in tires.

If a tire has something other than water escaping, the vehicle must completely stop and a spare tire must replace the torn tire. This is to prevent any lead or steel shot to be displaced throughout the air. Judges must call a Marshall to clarify the call when made.

For additional information regarding Fluid control, see Rule 1.14

3.3: Loose Articles

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

3.4: Fire Extinguisher

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

3.5: Helmets

All competitors riding in a vehicle must wear a DOT/Snell approved helmet while competing. Spotters must wear head protection (soft material not permitted) while on an obstacle. Bike Helmet is OK for SPOTTER ONLY. *Helmets that continue to below the ear are Highly Recommended for Drivers.*

3.7: Medical Conditions

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

3.8: Handles

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

3.9: First Aid

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

3.10: Injury Report

Any competitor (driver or spotter) must report any injury to a Marshal prior to leaving the premises (if such competitor is able to make such report.)

3.11: 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. Further, disqualification for the remainder of the season is possible.

3.12: Emergencies

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