

DRIVE OFF-ROAD RACING, LLC

Off-Road Racing Rules and Regulations for Class 725



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DISCLAIMER

The rules and/or regulations set forth herein are designed to establish the minimum acceptable requirements and to provide for the orderly conduct of racing events. Effective January 1, 2009 these rules and regulations will govern all DRIVE Off-Road Racing LLC events. All DRIVE Off-Road Racing members willingly participating in these events are deemed to have complied with these rules and/or regulations. No express or implied warranty of safety shall result from publication of, or compliance with these rules and/or regulations. These rules and/or regulations are in no way a guarantee against injury or death to participants, spectators, or any other person or persons. They are intended as a guide for the conduct of the sport only.

DRIVE Off-Road Racing LLC rules and/or regulations are the sole property of DRIVE Off-Road Racing. Use of these rules and/or regulations by any other organization or individual is forbidden, unless DRIVE Off-Road Racing grants prior written approval and consideration is received by DRIVE Off-Road Racing.

DRIVE Off-Road Racing, its members, officers, directors, or staff assume no responsibility, legally or otherwise, for failure or malfunctions of any product or products of recognized manufacturers listed in the rules and/or regulations herein. DRIVE Off-Road Racing is not liable for decisions and/or actions made by individuals, promoters, organizations or others using these rules in whole or in part. Specifications and/or regulations contained in this rulebook are intended for use as a guide with respect to safety and for that purpose only. DRIVE Off-Road Racing assumes no responsibility for consequences resulting from their voluntary application by any association, organization, manufacturer or individual.

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Terminology

Terminology purpose

The terminology, definitions, and abbreviations contained within shall be used in the DRIVE Off-Road Racing, LLC rulebook, supplementary rules, entry forms, and newsletters.

Rule Usage

For the purpose of this rule book the names **DRIVE**, **DRIVE Racing** and **DRIVE Off-Road Racing, LLC** are all considered as DRIVE Off-Road Racing, LLC.

DRIVE Off-Road Racing, LLC Promotion: Any and all racing related events fully produced by DRIVE Off-Road Racing.

DRIVE Off-Road Racing, LLC Sanction: Events run using DRIVE Off-Road Racing, LLC rules. Written approval must be submitted and approved by DRIVE Off-Road Racing, LLC. Payment for usage may be required along with indemnification and hold harmless agreements.

DRIVE Off-Road Racing, LLC Co-promotion: Events produced by DRIVE Off-Road Racing, LLC in conjunction with another promoter.

Organizational Terminology

DRIVE Off-Road Racing, LLC: The promoter.

EVENT: A contest between one or more vehicles competing in a timed event and/or directly against other entrants.

CLASS: A category of vehicles as determined by the listed specifics in the DRIVE Off-Road Racing, LLC rulebook. Classes may be mixed at the discretion of DRIVE Off-Road Racing, LLC.

Pro class entrants will be eligible to receive driver paybacks, trophies, contingencies, and monetary awards in respect to their finishing position.

Sportsman class entrants will be eligible to receive monetary awards, trophies and contingencies only in respect to their finishing position.

MEMBER: Any person that has paid the annual membership fee. By becoming a member of DRIVE Off-Road Racing the member agrees to all rules and regulations along with any amendments that are published on the website, bulletins or publications. DRIVE Off-Road Racing reserves the right to revoke memberships at their discretion. All Entrants must be members of DRIVE Off-Road Racing to be eligible to compete.

ENTRANT: A person whose entry is accepted for an event and all fees have been paid in full. All Entrants must be current Members to compete. Entrant includes drivers and co-drivers.

DRIVER OF RECORD: The person listed on an official DRIVE Off-Road Racing entry form to be the main operator of a vehicle entered in an event. The driver of record must sign all entry and release forms in person during the normal registration time in order to be eligible for points, prize money, and contingency awards in that event. Identification will be required during registration.

CO-DRIVER: A person listed on an official DRIVE Off-Road Racing entry form as a co-driver of a vehicle that is eligible to drive or ride during the race. The co-driver must sign all entry and release forms in person during the normal registration time at the same time as the driver of record is signing all entry and release forms. Identification will be required during registration.

CONTESTANT: A person listed on an official DRIVE Off-Road Racing entry form to compete in a race as either a driver or co-driver.

Officials

RACE DIRECTOR: The President of DRIVE Off-Road Racing, LLC, responsible for the conduct of all business transactions and race events of the organization. All other DRIVE officials report directly to the Race Director. The Race Director has the final decision on all issues involving any DRIVE Off-Road Racing, LLC events. The Director has full discretion to make any final determinations, judgments or penalties in relationship to all DRIVE Off-Road Racing, LLC rules and/or regulations.

CO-DIRECTOR: The appointed DRIVE Off-Road Racing, LLC official sharing responsibility for the on-course conduct of all race events, and carrying out other responsibilities as assigned by the Director.

RACE OFFICIAL: All individuals designated by the Director to officiate at any DRIVE Off-Road Racing, LLC event.

COURSE SUPERVISORS: The race official/s appointed by DRIVE Off-Road Racing, LLC to assist the Director and Co-Director in the on-course conduct of a race event.

DIRECTOR of TECHNICAL INSPECTION: The race official appointed by DRIVE Off-Road Racing, LLC to direct the inspections of entrant's vehicles before and after each

event, for technical and safety compliance with the DRIVE Off-Road Racing, LLC rulebook.

TECHNICAL INSPECTOR: The race official/s appointed by the Director of Technical Inspection and DRIVE Off-Road Racing, LLC to assist the Director of Technical Inspection. The Technical Inspector shall perform all duties assigned by the Director of Technical Inspection. In the event the Director of Technical Inspection is not available the Director assumes all responsibilities.

SCORING and TIME KEEPING: The race official/s appointed by DRIVE Off-Road Racing to direct the timing and scoring operations of each race event.

COMMUNICATIONS COORDINATOR: The race official appointed by the DRIVE Off-Road Racing, LLC to direct the radio communications network operations of each race event.

CHECKPOINT SUPERVISOR: The race official/s appointed by the DRIVE Off-Road Racing, LLC to direct the operations of all check points and the immediate area around the checkpoint.

ROAD CROSSING SUPERVISOR: The race official/s appointed by the DRIVE Off-Road Racing, LLC to direct the operations of their road crossings and the immediate area around the road crossing.

PIT ROW SUPERVISOR: The race official/s appointed by the DRIVE Off-Road Racing, LLC to direct the operations of all pit areas and the immediate area surrounding.

STARTER: The person/s responsible for starting an event by displaying the appropriate flags, as directed by the Race Director.

Event Terminology

SUPPLEMENTARY REGULATIONS: Regulations that define special or additional rules for a specific event.

START / FINISH: A specific place with restricted access where the race will start and end.

IMPOUND: This area is designated for the containment of all race vehicles immediately before and/or after an event.

MAIN PIT: An area designated for pit stops by all entrants. Area must be at least 50 feet from marked course. No pit stops shall be set up in any other areas unless designated by DRIVE Off-Road Racing, LLC.

REMOTE PIT: An area designated for pit stops other than Main Pit.

CONTINGENCY: A contingency is the commitment made to DRIVE Off-Road Racing, LLC by verbal or written contract with a manufacturer, company or individual to post or pledge a certain amount of cash, product or service as an award to contestants. Contestants must apply for, be approved by and meet requested requirements as set by the manufacturer, company or individual posting the contingency. Decals are generally required and must be assumed to be required unless otherwise stated. Certain manufactures will require that the vehicle is equipped with their product. Unless otherwise stated the contestant must finish the event in order to be eligible. The vehicle will be checked prior to the event for eligibility and will be check at the finish of their race to ensure contingency requirements where maintain throughout the course of the entire race.

PAYBACK: The share of the purse that an entrant receives for finishing a race in a paying position. Only actual finishers qualify for a share of the monetary purse.

CLASS YEAR END FUND: The share of the purse (paid into throughout the year) for finishing first in points at the end of the year.

RULES ABBREVIATIONS:

DGR: GENERAL RULES

DDC: DRIVER / CO-DRIVER

DE: ENTRANTS

DIP: INFRACTION PENALTIES

DD: DISQUALIFICATION

DP: PROTESTS

DPIT: PITS

DEC: EVENT COURSE

DTEC: TECHNICAL INSPECTION

DCR: COMPETITION REGULATIONS

General Regulations

General Rules

DGR1: Off road racing is a hazardous sport in as being such, no entrant, pit crew member or vehicle sponsor shall have any claim for damages, expenses, lawsuits or otherwise against the promoter DRIVE Off-Road Racing, LLC, its officers, agents or directors arising from damage to any vehicle, personal injury or death, or monetary loss of any kind whatsoever. Entrants, pit crew members or vehicle sponsors who voluntarily participate in any racing activities conducted under these rules, waive any claim they may have against the promoter, DRIVE Off-Road Racing, LLC, its officers, agents or directors.

DGR2: The Race Director or Race Co-Director shall have the authority to penalize, disqualify and/or suspend any entrant or crewmember for the violation of these rules including special rulings and supplementary regulations.

DGR3: DRIVE Off-Road Racing, LLC may issue special rulings to account for conditions presented by the location of the race, the condition of the course or any other circumstance.

DGR4: Special rulings and specifications will be considered as official amendments to the list of rules and regulations when issued by DRIVE Off-Road Racing, LLC in written form in official DRIVE Off-Road Racing, LLC publications.

DGR5: Supplementary regulations may be issued for each event as necessary to amend, suspend or modify existing rules and regulations. Supplementary regulations will not be considered official until released in written form in official DRIVE Off-Road Racing, LLC publications.

DGR6: DRIVE Off-Road Racing assumes no responsibility whatsoever for delays, postponements and/or cancellations of all or part of an event because of inclement weather, unsafe course conditions and/or any other reason.

DGR7: The Race Director and Race Co-Director will have the responsibility for the conduct of any event conducted under these rules. All official race personnel will be directly responsible to the Race Director and Co-Director.

DGR8: No one falling under the jurisdiction of any race official(s) at any DRIVE Off-Road Racing, LLC event shall subject said official(s) to improper language, physical abuse, threats or any other demeaning action.

DGR9: DRIVE Off-Road Racing, LLC volunteers are not employees of DRIVE Off-Road Racing, LLC. DRIVE Off-Road Racing, LLC volunteers assume all responsibility for all charges, premiums and taxes payable on any funds they may receive as a result of their participation in any DRIVE Off-Road Racing, LLC sponsored event.

DGR10: DRIVE Off-Road Racing, LLC reserves the right to refuse and/or deny any entry application.

DGR11: DRIVE Off-Road Racing, LLC uses the frequency of 151.625Mhz as a main race channel. All radio or other transmissions, which affect DRIVE Off-Road Racing, LLC

control communications, are strictly prohibited except in the case of medical emergencies.

DGR12: The Checkpoint Supervisor/s and workers are direct representatives of DRIVE Off-Road Racing, LLC at their respective checkpoints. Their area of responsibility includes the course as far as they can see in any direction.

DGR13: The Checkpoint Supervisor/s will designate areas leading to and surrounding the checkpoint area. This area is for checkpoint personnel only. No support teams, pit crews, chase crews or any other person without expressed permission will be permitted in this area. Failure to comply will subject the entry to penalties of up to and including disqualification.

DGR14: Classes may be combined at the discretion of DRIVE Off-Road Racing, LLC. The combining of classes is for the sole purpose of allowing entrants to race. Entrants will be eligible for position money of the combined class and will be awarded points in their respective classes.

DGR15: The Director or Director of Technical Inspection shall have the authority to penalize, disqualify and/or suspend any entrant for violations of vehicle technical rules.

DGR16: The Director has the final decision on all issues involving any DRIVE Off-Road Racing, LLC events. The Director has full discretion to make any final determinations, judgments, suspensions or penalties in relationship to all DRIVE Off-Road Racing, LLC rules and/or regulations.

Driver/Co-Driver

DDC1: No vehicle is allowed more than two (2) occupants total without prior approval from the DRIVE Off-Road Racing, LLC Director of Technical Inspection unless stated in class rules.

DDC2: Each seat in any race vehicle must be occupied during the entire duration of the event as long as vehicle remains in competition. The maximum number of seats allowed in any SUV/Truck Class is three (3). Seating must be designed in such a fashion to allow all passengers a quick exit and must meet with DRIVE Off-Road Racing, LLC approval.

DDC3: Only entrants that are listed on official DRIVE Off-Road Racing, LLC entry form may drive or co-drive in the vehicle for which they are registered. No entrant may drive or co-drive in any vehicle for which they are not registered. Registration is limited to a maximum of (4) six entrants per vehicle. **If additional Drivers or Co-Drivers are requested an additional fee of \$35.00 per person must be paid at registration.**

DDC4: The Driver of Record and Co-Driver/s must sign all entry forms and releases during the registration period. Identification will be required.

DDC5: The Driver of Record must start or finish the event to be eligible for points.

DDC5.1 If the Driver of Record is injured during the event and is unable to continue, points will still be awarded. The injury must be verified by DRIVE OFF-ROAD Racing, LLC Medical Director.

DDC5.2 If the vehicle starts but does not complete the race for any reason and the Driver of Record did not have a chance to drive the vehicle points will still be awarded.

DDC6: Only the Driver of Record will receive points. The race vehicle number will be assigned to the Driver of Record for the entire year. The Driver of Record must enter at least (3) three points events to become a class champion. The points stay with the Driver of Record and the vehicle number for the entire year.

Entrants

DE1: Any entrant who refuses to fully fill out and sign required entry forms and releases at time of registration will not be allowed to compete in the event. Entry forms and releases must be signed in person in front of DRIVE Off-Road Racing, LLC entry personnel. Identification will be required.

DE2: No person shall sign the release or entry forms for anyone other than himself or herself. Proper identification will be required (i.e. picture ID).

DE3: The entry applications of persons under the age of 18 must have a parent or legal guardian sign the release form and be present at Driver Registration. Parent or legal guardian must present proper identification (i.e. picture ID) at Driver Registration. All entrants under 18 years of age must have entry form notarized prior to coming to the event.

DE4: Any entrant who competes in a vehicle that he/she is not registered to drive or co-drive or permits such action, shall forfeit any and all prize money, points and contingencies won in that particular event. Any DRIVE Off-Road Racing, LLC official can request an entrant to show their wristband at any point before, during or after the event. Any entrant refusing to show their wristband may be disqualified. Such action will result in vehicle disqualification.

DE5: A driver will not permit any other person other than a registered co-driver to ride in the race vehicle. The driver shall not permit any person to ride on or in any part of his or her vehicle other than the normal riding positions. Allowing any person that are not registered or, allowing any person to ride on or in part of his or her vehicle other than the normal riding positions will be disqualified.

DE6: Operating any race vehicle at any time without seatbelts completely fastened will result in disqualification.

DE7: All Drivers of Record and Co-Drivers as listed on the official DRIVE Off-Road Racing, LLC entry form must attend all drivers meetings. Failure to do so may result in penalties of up to and including disqualification. Wristband checks and written roll calls may be required at the meetings.

DE8: If a Driver of Record change is made after entrant has completed event registration, the original starting position will be forfeited by entrant and the entrant will start in the last available starting position of their class.

DE9: No entrant, crewmember, pit personnel or any other person(s) other than the Race Director, Race Co-Director or a DRIVE Off-Road Racing official shall remove, alter or relocate course markings. Any person(s) found to have removed, altered or relocated course markings will be disqualified and may be refused access to future DRIVE Off-Road Racing events.

DE10: Pre-running and course knowledge obtained thereof is the responsibility of every entrant of DRIVE Off-Road Racing events. Pre-running must be done in a safe and sensible manner and may be restricted or denied due to federal and/or state regulations. Unsafe and/or irresponsible driving during pre-running may subject entrant to penalties of up to and including disqualification and or suspension. NOTICE: Pre-running is at entrants' own risk. Time allowed to pre-run is not guaranteed by DRIVE Off-Road Racing, LLC.

Infraction Penalties

DIP1: The following list of penalties is a guideline used by DRIVE Off-Road Racing, LLC to assess penalties. These guidelines are not meant to infer that these are the only possible infractions or penalties that may be assessed against any entrant participating in a DRIVE Off-Road Racing, LLC event.

1. Failure to appear before the Race Director, Co-Director, Director of Technical Inspection or CRB if applicable when requested: Letter of reprimand and infraction penalty.
2. Three or more letters of reprimand in a single DRIVE Off-Road Racing, LLC season: Loss of (3) three positions in last race entered.
3. Speeding through and/or unsafe racing up to or through a checkpoint: Disqualification.
4. Passing within 500 ft of a checkpoint or start / finish: Disqualification.
5. Race vehicle traveling on the racecourse in the reverse direction of the race, before the official end of the event: Disqualification.
6. Pit support vehicles traveling on the racecourse in any direction before the official end of event: Disqualification.

8. Minor nerfing without using a horn: One position.
9. Major nerfing causing significant damage to the other vehicle: Disqualification.
10. Abusive conduct toward a race official: Suspension, Disqualification, and or lifetime ban.
11. Short coursing: Per event

First offense – Time penalty

Second offense – Time penalty and possible disqualification

Third offense – Disqualification

*Time penalties will be calculated using the following formula.

Approximate distance in 10ths of a mile x 60 seconds per 10th of a mile

12. Reckless driving in pit areas or any access roads by race vehicle or race support vehicles: Disqualification.
13. Any combination of two or more infractions at any one DRIVE Off-Road Racing event: Disqualification.
14. Three or more disqualifications in a single DRIVE Off-Road Racing season: Loss of (3) positions in last race entered.

DIP2: The Director has the final decision on all issues involving any DRIVE Off-Road Racing, LLC events. The Director has full discretion to make any final determinations, judgments, suspensions or penalties in relationship to all DRIVE Off-Road Racing, LLC rules and/or regulations.

Disqualification

DD1: Drinking intoxicating beverages in the official technical inspection area and post race areas (i.e., Start / Finish, etc.) by any person is strictly forbidden. The use of narcotics (amphetamines or any other stimulants, barbiturates or other depressants) is forbidden. Any entrant or crewmember in an event that shows evidence of being under the influence of any of aforementioned shall be subject to disqualification, points deductions and suspensions from all future DRIVE Off-Road Racing, LLC sponsored events. Violator must leave the premises immediately at the direction of the Director, Co-Director or Director of Technical Inspection.

DD2: Any entrant who makes a false statement on an entry or contingency form shall be disqualified and shall forfeit all prize money, points and all contingencies won in the race. Entrant may also be suspended from future events for a period of one year or more at the discretion of the Race Director.

DD3: Any entry application containing a falsified signature will cause entrant to be disqualified and shall forfeit all prize money, points and contingencies won in that event. Entrant may also be suspended from future events for a period of one year or more at the discretion of the Race Director.

DD4: Any entrant disqualified from any event for any reason whatsoever forfeits any and all rights to prize money, points and contingencies. Entrant will not be entitled to a refund of all or any portion of his/her entry fee.

DD5: Any entrant, respective pit crews or support crews seen or reported traveling on the course in other than race-registered vehicles participating in the event before the end of the official race time limit may subject entrant to penalties of up to and including disqualification and/or suspension.

DD6: Any race Entrant and/or their support personnel who subject any DRIVE Off-Road Racing, LLC official, other race entrants or their support personnel to physical abuse and/or verbal threats will be subject to disqualification and/or suspension of the Driver of Record and the offending support personnel for said offenses by the Race Director. Acts of physical abuse will be immediately reported to the proper authorities and may lead to legal action.

Protest

DP1: The Race Director, with or without protest, has the right to penalize, fine, disqualify, and/or suspend any vehicle or entrant for violation of any DRIVE Off-Road Racing, LLC rules. Interpretation of all rules along with violations and penalties thereof are at the discretion of DRIVE Off-Road Racing, LLC. Penalties assessed at the discretion of DRIVE Off-Road Racing, LLC are final.

DP2: DRIVE Off-Road Racing, LLC reserves the right to use a Competition Review Board (CRB) if so desired to decide any non-technical protest. The CRB will consist of race competitors, class representatives and or participants and will be governed by a CRB Supervisor other than DRIVE OFF-ROAD, LLC Racing officials.

DP3: A complaint filed for improper driving or conduct does not require a cash fee. The complaint must be filed in writing with the Race Director or Co-Director no later than 30 minutes after the official time limit of event. A complaint may be verbally filed with any radio equipped DRIVE Off-Road Racing, LLC official if entrant filing the complaint is broken down on the track. The official will notify the Race Director of the protest. The entrant against whom the complaint is filed (protestee) will be held in the Start / Finish area until complainant arrives at the Start / Finish area. The complainant and protestee must make every effort to arrive at the Start / Finish area within one hour after the official end of event.

DP4: Another entrant within the same class as the protestee may make technical protests. Protest from entrants not in the same class as the protestee will not be

accepted. A five hundred-dollar (\$500) cash fee must accompany protests for each item protested. The protest must be in writing along with the fee and be delivered to the Race Director no later than 30 minutes after the official end of time limit. Protests considered by the Director that show a lack of sportsmanship by the protestor (person filing the protest) may not be accepted. The Technical Director is responsible for checking any applicable protested items. The decision of the Director and Technical Director will be final. If the protestee is found to be in violation of the rules the cash fee will be returned to the protestor. If the protestee is not found to be in violation of the rules he or she will receive the fee.

DP5: Any entrant who has an official protest lodged against his/her race vehicle must submit to an inspection of the protested items. Failure to submit to inspection will result in automatic disqualification and/or suspension. Those attending the inspection(s) will be as follows:

1. The protestor
2. The protestee
3. The protestee competitor's mechanic.
4. DRIVE Off-Road Racing, LLC officials.
5. DRIVE Off-Road Racing, LLC Director of Technical Inspection who shall perform the required inspection of the protested items(s) if applicable.
6. CRB if applicable

Pits

DPIT1: At all times the driver of record assumes responsibility for the actions of their pit crew members, support crews, and all others associated with their organization.

DPIT2: No person(s) under suspension by DRIVE Off-Road Racing, LLC be permitted to participate or be permitted to enter the pits or race area.

DPIT3: Any support vehicle running on or near the racecourse will result in the entrant being disqualified. No support vehicle may follow or lead a race vehicle on the racecourse. Any support vehicle running backwards on the racecourse will cause race vehicle to be disqualified. Any pit support vehicle traveling in a restricted area will result in entrant being disqualified. No support vehicles are allowed within (50) fifty feet of the official race course.

DPIT4: In the event of a breakdown the driver must make every effort to move the race vehicle to the outside edge of the course which is defined as (25) twenty-five feet outside of the boundary marker. Breakdown signals must be place (25) twenty-five feet and (200) two hundred feet behind vehicle regardless if it is on course or not. If vehicle has power, ignition must remain on at all times so that collision light/s is/are visible.

DPIT5: Any entrant, crew member, or others associated with their organization that takes part in any demonstration in the pits, on the course, or surrounding area before, during or after an event shall be subject to expulsion from the area, suspension from future DRIVE Off-Road Racing, LLC sponsored events and possible legal action.

DPIT6: Maximum speed limit on all main pit access roads and in all pit areas will be 15 mph for all vehicles. Maximum speed limit on all other access roads will be 25mph. DRIVE Off-Road Racing, LLC reserves the right to change speed limits to account for conditions.

DPIT7: The DRIVE Off-Road Racing Pit Supervisor or their designated representative shall determine the pitting zone around each pit stop.

DPIT8: All pits must be at least 50 feet from the edge of the racecourse. No pit may be in the first 200 feet leading into and the first 200 feet leading out of a turn. No pits may be within the first 300 feet leading into and the first 300 feet leading out of a checkpoint. Pits located within the turn area, check point area or less than 50 feet from the track will subject entrant to penalties of up to and including disqualification and or a minimum of one-hour time penalty at the discretion of the director. If a pit or support vehicle is asked to move and does not do so immediately the entrant will be subject to disqualification.

DPT9: Pitting under or in the immediate area of power lines is strictly forbidden. Pitting under or in the immediate area of power lines may result in disqualification of entrant/s.

Event Course

DEC1: DRIVE Off-Road Racing, LLC will set the length and time limit of each event.

DEC2: Course shall be marked with a center line marker and a boundary marker on either side.

DEC3: An entrant's official time shall be the total elapsed time from their assigned starting time to the time they cross the official finish line after completing the total number of miles or laps. The elapsed time must be less then the official time length of the event. If an entrant does not report to the staging area in time to stage in their respective starting position, the entrant will be placed in the rear of their class. If the last of their class has already started, the entrant will be started in the next available position solely at the discretion of DRIVE Off-Road Racing, LLC. In all cases if the entrant does not start at their assigned time, their time will start from their assigned starting time, not their actual starting time.

DEC4: The winner of each class is the entrant that finished the race with the lowest elapsed time. The entrant must also meet all other criteria in order to be declared the official winner.

DEC5: All entrants must report all accidents and/or breakdowns they may have witnessed. Entrant must inform a DRIVE Off-Road Racing, LLC official at the next

checkpoint, pit stop or by radio (if so equipped) of the location, vehicle number, and injuries, if any.

DEC6: All entrants must carry (2) two reflective devices. Reflective devices must be at least 12 inches high and 12 inches long and be free standing (similar to trucker's breakdown triangles). Reflective devices must be placed at least (25) twenty-five feet and (200) two hundred feet behind any breakdown or accident and be placed beside the course on the same side of the course as the vehicle.

DEC7: Passing is not permitted within (500) five hundred feet before and (100) one hundred feet after any checkpoint. Passing is not permitted within (500) feet before and (100) feet after Start/Finish. Any exception at the direction of a DRIVE Off-Road Racing, LLC official must be granted at the Drivers Meeting or through radio contact with DRIVE main 151.625 prior to passing. Stopped or broken vehicles are the only exception. Failure to comply will subject entrant to penalties of disqualification or a time penalty.

DEC8: Any entrant who terminates their race must report, in person to a checkpoint, road crossing, pit stop or start/finish that they are terminating their race. Race team can report termination of their race over the DRIVE main radio frequency but must confirm in person prior to time out.

DEC9: No aircraft are permitted for the purpose of race support. This includes but is not limited to flying over any race vehicle; transportation of drivers/riders and or support crews (unless a medical emergency exists); communication with race vehicle; spotting for race vehicle; transportation of equipment and/or parts; landing on or near the race course in areas other than approved by DRIVE Off-Road Racing, LLC and within FAA rules; flying too low; and interfering with the normal conduct or actions of the event. Violation of this rule may lead to entrant's disqualification.

Note: Requests for aircraft special use (i.e.: filming, observing, etc.) must be submitted to DRIVE Off-Road Racing, LLC in writing. Requests must include the radio frequencies to be used and must be submitted no later than (3) three weeks prior to the scheduled event.

DEC10: Starting procedures will be announced at the drivers/riders meeting prior to each event.

DEC11: Each vehicle must leave the starting line at its designated start time. Only those vehicles that cross the finish line completing all required laps or miles within the designated time limit will be declared official finishers. Every vehicle must reduce their speed to (5) five MPH or less when passing through checkpoints. The failure to reduce speed and pass through all checkpoints along the course will subject that entrant to penalties of up to and including disqualification at the discretion of the Race Director.

DEC12: All vehicles must enter each checkpoint or road crossing at a safe speed. Unsafe racing into and/or through any checkpoint is prohibited. Speeding through a checkpoint is automatic disqualification. Safe speed is defined as a speed at which a

vehicle may make a controlled stop without endangering anyone within the immediate vicinity of the checkpoint.

DEC13: All vehicles must sound their horn while passing over all road crossings. Road crossing will be marked (500) five hundred feet before and (50) fifty feet before the actual crossing .

DEC14: All entrants may be checked for their wristband and all vehicles may be checked for the technical inspection sticker at any or all checkpoints or Start/Finish. Every entrant is responsible for his/her armband and vehicle technical inspection sticker. Any entrant found not to have an armband or vehicle without technical inspection sticker may cause that vehicle to be disqualified.

DEC15: No vehicle shall be towed, pushed, pulled or transported by any non-race-entered vehicle on the official course while an official event is still in progress. Another race entered vehicle or an official DRIVE Off-Road Racing, LLC vehicle may push, pull or tow the race-entered vehicle to the nearest pit stop or checkpoint but may not push, pull or tow it through the pit stop or checkpoint. Occupants of the vehicle that is pushed pulled or towed to that point must make necessary repairs in order to leave that area under their own power. No vehicle may be pushed, pulled or towed by another vehicle within the last half mile of the course; only the vehicle occupants at the time of the breakdown may push the vehicle through the finish line. No other person or persons will be permitted to assist in pushing, pulling or towing the vehicle. DRIVE Off-Road Racing, LLC officials may assist the vehicle occupants if it is deemed necessary for the protection of the entrants.

DEC16: No entrant registered as the Driver of Record may run in more than one class. No individual may be registered as the Driver of Record for more than one vehicle at the same event.

DEC17: A marked course is the official route designated by and marked with official DRIVE Off-Road Racing, LLC markings. All vehicles must follow this route during the event. No vehicle may deviate from the marked course at any time. Passing is only permitted where there is no vegetation on the side of the course. Short coursing or course cutting is not permitted and will result in time penalties and possible disqualification. Short coursing is defined as any deviation from the marked course. Deviation from the marked course in areas designated as sensitive will result in automatic disqualification. Sensitive areas are any area marked by DRIVE Off-Road Racing, LLC with DQ signs. DRIVE Off-Road Racing, LLC is not responsible for markings that are damaged or removed. All vehicles must drive only in the correct direction of the course route or trail. Driving backwards on the racecourse at any time is prohibited. Driving backwards on the course is automatic disqualification and/or suspension.

Technical Inspection

DTEC1: It is the entrants', drivers', owners', and sponsors' full responsibility to meet all DRIVE Off-Road Racing, LLC rules, regulations and specifications.

DTEC2: DRIVE Off-Road Racing, LLC reserves the right to limit the number of personnel, drivers or spectators into any area in which inspections are being made or within which vehicles are impounded.

DTEC3: DRIVE Off-Road Racing, LLC reserves the right to seal and or impound any and all race vehicles at any time before, during or after an event.

DTEC4: DRIVE Off-Road Racing, LLC assumes no responsibility for impounded vehicles. DRIVE Off-Road Racing intends to make all reasonable efforts to ensure the vehicles' security while impounded.

DTEC5: The Race Director, Race Co-Director and/or Director of Technical Inspection may impound any vehicle or vehicle parts at any time before, during or after an event.

DTEC6: No vehicle may be removed from an inspection area or Impound area without permission from the Race Director, Co-Director and Director of Technical Inspection. Failure to comply shall subject that entry to disqualification. Any vehicle not taken directly to the inspection or impound area when requested by the Race Director, Race Co-Director or Director of Technical Inspection shall subject that entry to disqualification.

DTEC7: The Director of Technical Inspection may seize any illegal parts or devices found on any vehicle. Any item seized by the Director of Technical Inspection may not be returned, nor will there be any compensation made by DRIVE Off-Road Racing, LLC if they are not returned. Items that are to be returned will not be returned until the end of the event.

DTEC8: Entrants must make all reasonable effort to arrive at the registration and pre-race technical inspection during the hours listed on all race information sheets. Failure to arrive during posted registration and technical inspection times may result in refusal of entrants' entry.

PRE-RACE TECH

DTEC9: Each vehicle must pass a safety inspection before it will be permitted to race in any DRIVE Off-Road Racing, LLC event. A designated identification marker will be placed on the vehicle after successfully passing the safety inspection. The identification marker must remain on the vehicle until after the completion of the event.

DTEC10: All personal protective gear will be checked at pre-race tech. The technical inspection sheet is included with each driver packet. It is the responsibility of the Driver of Record to ensure that all personal protective gear is brought to the technical inspection area with the vehicle at time of inspection. The Director of Technical Inspection may seize any personal protective gear that does not comply with the rules

or is deemed unsafe. Any protective gear item seized by the Director of Technical Inspection or assistant Director of Technical Inspection will be returned at the end of the event.

POST-RACE-TECH

DTEC11: DRIVE Off-Road Racing, LLC reserves the right to subject any vehicle to a mechanical inspection at the discretion of the Race Director and/or Director of Technical Inspection. In the event of a mechanical inspection, the Driver of Record or the Driver of Records appointed representative will be responsible for removing or preparing the requested items to be inspected as directed. Failure to comply will result in disqualification of entrant and vehicle, and may result in suspension from future DRIVE Off-Road Racing, LLC sponsored events.

DTEC12: Post-race impound of all finishing vehicles is at the discretion of DRIVE Off-Road Racing, LLC. Impound time limit is one hour after the official finish of the race. DRIVE Off-Road Racing, LLC will release vehicles earlier at its discretion. Vehicles involved in any type of protest, complaint, or engine claim will be held until after resolution of protest or engine claim.

DTEC13: Any refusal by an entrant to comply with engine claim rules as stated in the class rules will result in entrants' disqualification and possible suspension from all DRIVE Off-Road Racing, LLC sponsored events for a period of up to (1) one year. Entrant will also forfeit any prize money, contingencies and any other award due for finishing the race.

DTEC14: The Race Director, Race Co-Director or Director of Technical Inspection may require the owner or entrant of a vehicle damaged in a race-related incident to submit to post-incident inspection. If the owner or entrant refuses, the vehicle, owner and entrant may be disqualified and suspended from all future DRIVE Off-Road Racing, LLC events.

Competition Regulations

These regulations apply to all classes unless otherwise noted in supplementary or specific class regulations. Modifications or optional equipment is not permitted unless the class requirements or safety regulations specifically state that it will be permitted. DRIVE Off-Road Racing's intent when prescribing specifications for safety equipment for vehicles rules is to provide reasonable protection to all entrants, pit crews, officials and spectators. DRIVE Off-Road Racing encourages all entrants to give full attention to safety requirements. Entrants must wear an approved helmet, protective clothing, eye protection and safety equipment when operating a vehicle on the race course at any time, including warm ups, qualifying and testing. All nets must be properly secured during such operations.

STOCK CLASS VEHICLES

All stock class entrants must ensure that their vehicles conform to the intent, spirit and requirements of the rules set forth in the DRIVE Off-Road Racing rulebook. Any illegal components, devices or fabrications found on your vehicle will result in disqualification. Any component, device or fabrication that is considered questionable in the opinion of DRIVE Off-Road Racing will result in penalties up to and including disqualification. Any vehicle that is found to be not in compliance with the rules will be required to correct the items before participating in any DRIVE Off-Road Racing event.

Safety Equipment

DCR1: DRIVE Off-Road Racing highly recommends that each helmet and firesuit be labeled with the entrant's full name, blood type, allergies and any other important medical information.

DCR2: HELMETS

Helmets must be approved by one of the following; SA2000 , SA2005, FIA Standard 8860-2004. All identification stickers must be attached and legible. Straps must have D-ring fasteners only. No snaps or Velcro will be permitted. The interior and exterior areas of the helmet must be free of defects (i.e., the padding must be in good condition and the exterior of the helmet must not be damaged). DRIVE Off-Road Racing strongly recommends that entrants check the labeling on the helmet when purchasing to ensure the helmet meets the above listed criteria.

DCR3: PROTECTIVE CLOTHING

Two-piece firesuits are not permitted. **One-piece firesuits are mandatory.** The suits must cover from the neck to the ankles and to the wrists. The suits must not have any holes, rips, and tears or be worn thin. This includes holes for "pee tubes". All suits must be free from any petroleum-based contaminants. All suits must be made from fire-resistant material with the manufacturer's fire resistant rating label attached. A minimum of a two-layer firesuit, fire resistant gloves and footwear are highly recommended.

DCR4: EYE PROTECTION

Shatter resistant eye protection is required for all entrants competing in any DRIVE Off-Road Racing event regardless if vehicle has a windshield or not. Face Shields or goggles must be present at tech inspection.

DCR5: NECK BRACES

Neck braces are highly recommended for all entrants. Neck braces should provide adequate support and have a fire-resistant covering in good or like new condition. Neck braces being used should be manufactured by a recognized safety equipment manufacturer.

DCR6: HEAD AND NECK RESTRAINTS

DRIVE Off-Road Racing highly recommended the use of head and neck restraints for driver and co-drivers.

DCR7: FIRST AID KIT

A weatherproof first aid kit must be carried in each vehicle at all times. The first aid kit should be secured to the vehicle in a manner that restrains it from becoming damaged in the event of an accident but can be removed from the vehicle quickly. The first aid kit must be easily accessible within the occupant's area without having to remove any body panels or equipment.

The first aid kit must contain at least the following items:

- (2) 4" Bandage Compress
- (2) 2" Bandage Compress
- (1) Triangular Bandage
- (8) 2" x 3" Adhesive Bandages
- (4) 1" x 3.375" Adhesive Bandages
- (4) Antiseptic wipes
- (2) Pairs of Latex Gloves
- (10) Ammonia Inhalants
- (1) Eye Dressing Packet
- (1) Ace Bandage
- (4) Compress Pads
- (1) CPR Face Mask

DCR8: BREAKDOWN SIGNALING DEVICES

Reflective devices must be at least 12 inches high and 12 inches long and be free standing (similar to breakdown triangles carried by truck drivers). Flares will not be permitted.

DCR9: HORNS

All vehicles must have a loud sounding horn. Horn/horns must be fix mounted to the vehicle. Hand held air horns are not acceptable.

DCR10: REFLECTOR

Night races only

All vehicles must have (2) 1 1/2-inch wide x 8-inch long pieces of red reflective tape or two 2-inch diameter round red reflectors attached to the rearmost portion of vehicle at each corner. The reflective tape or reflectors must be clearly visible from the rear. DOT stock taillight lenses satisfy this requirement. LED lights do not meet the requirement.

DCR11: FIRE EXTINGUISHERS

Each vehicle must carry a portable UL approved 2.5-lb. ABC-class dry chemical type or equivalent Halon fire extinguisher. Fire extinguisher must have a gauge, be fully charged, and be easily accessible from inside of the vehicle. On-board fire suppression system are highly recommended in addition to the portable fire extinguisher and can take the place of a handheld extinguisher for the inside of the vehicle. An additional 2.5-lb. ABC-class, dry chemical fire extinguisher must be mounted on the exterior of the vehicle. The mounting must be in such a manner as to prevent damage to fire extinguisher during rollover and must be marked in such a manner as to allowing persons not familiar with vehicle to easily find fire extinguisher.

DCR12: SURVIVAL SUPPLIES

It is highly recommended that each vehicle carry enough food and water to sustain each occupant in the vehicle for at least 16 hrs. Amount of water or potable fluids should be based on average temperature for the course area during each event.

Suspension Components

DCR13: SHOCK ABSORBERS & BUMP STOPS

There must be at least one shock absorber per wheel in working condition at the start of the race. Movable bump stops are allowed unless class rules limit the vehicle to solid bump stops.

Wheel travel for limited classes will be measured from the center line of the spindle or axle while cycled through its full range of motion from metal stop to metal stop.

DCR14: SECONDARY SUSPENSION

Secondary suspension includes leaf springs, torsion bars, coil-over shocks, air bags, Haga balls or any other item, other than shock absorbers and the stock concept

suspension system that came with the vehicle, that changes the wheel rate at any point in its travel.

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

Movable bump stops will be considered secondary suspension when they contact the suspension unit more than 4 inches before the end of the wheels upwards travel.

DCR15: WHEELS & TIRES

Snap-on hubcaps or Snap-on wheel covers of any type are not permitted in any class of vehicle.

Multiple tires will not be permitted. Tires will be visually checked for condition and must be considered reasonably safe by DRIVE Off-Road Racing prior to competing. Maximum tire size is 40 inches outside diameter.

Wheel travel will be measured at the end of the centerline of the spindle on all vehicles, regardless of make of vehicle or hub design. In the event that the end of the spindle cannot be established, the entrant may be required to remove end caps, etc., to make the end of the spindle available. The measurement shall be taken from full droop (full extension of the limit strap) to where the moving parts contact a constant rigid member stopping the upward movement. Bump stops must be fully compressed at time of measurement. Vehicles with solid axle front ends will be measured from suspension member to metal stop; this is where the axle contacts a constant rigid metal part of the main chassis in a straight up and down motion. Duck walking will not be considered wheel travel.

Solid rear axles will be measured in the same manner as a solid front axle.

DCR16: FASTENERS

Bolts must be secured with either lock nuts, lock washers, cotter pins or safety wire and have at least one full thread showing through the nut. It is recommended that all component parts on the vehicle's suspension system, chassis and running gear be secured with s.a.e. Grade 8 or better nuts and bolts.

Steering & Brake Components

DCR17: STEERING

All steering components must be in good condition and in proper working order. Drag link and tie rod ends must be secured with a cotter pin in each one. DRIVE Off-Road Racing must consider steering reasonably safe before vehicle is permitted to compete.

DCR18: BRAKES

Brakes must be in a safe working condition and be able to apply adequate force to lock up all four tires. Brakes must be in a safe operating condition during the entire event. If brake system problems do occur during the event they must be repaired before continuing in competition. Turning or steering brakes are permitted unless specified in class rules but must be installed as a secondary braking system and not the primary such as the brake pedal. DRIVE OFF-ROAD RACING reserves the right to allow hand brakes due to an entrants' physical requirement.

Electrical System

DCR19: IGNITION

Each vehicle must have a positive action on/off switch in good working order. The switch must be labeled **IGNITION on/off** and be located within easy reach of the driver and from the outside of vehicle. Electric fuel pumps switched independently from the main on/off switch must be labeled **FUEL on/off** and be within easy reach of driver and from outside of vehicle. It is DRIVE OFF-ROAD RACING recommends that electric fuel pumps not be independently switched for safety reasons.

DCR20: BATTERIES

Batteries must be securely mounted with metal-to-metal tie downs. All flooded cell batteries must be fully enclosed including the sides and bottom. Batteries located in the drivers' compartment must be fully enclosed on all six (6) sides. Enclosure must be able to contain the quantity of acid contained in the battery if inverted. Batteries will be considered as being in the driver's compartment if there is no firewall between the battery and the driver. Terminals must be covered with non-conductive material.

DCR21: LIGHTS

All vehicles must have a minimum of two (2) headlights two (2) taillights, two (2) brake lights and one (1) rearward facing amber light. **LED AMBER LIGHTS NOT ALLOWED.** LED amber lights may be installed on vehicle but must be used in addition to the rectangular amber. Amber light should be similar to the one in the picture below.



A rearward facing Blue Light in addition to the rearward facing amber light must be installed on all vehicles in class 301, 551, 851, 901, and 1101.

All lights must be in operating condition at time of inspection. Headlights may be removed for daytime races unless class rules specify stock headlights are to be retained. All rearward-facing lights (taillights, brake lights, blue lights if so required and amber light) must be in operating condition before the vehicle will be permitted to start the race.

If during the race any taillight, brake light, blue light if so required or amber light is damaged or burned out, the light must be fixed or replaced at the next available pit before proceeding in the race.

All taillights, blue light if so required or amber light are required to be hardwired to the main ignition switch.

All rearward-facing lights must be protected against damage in the event of a rollover or rear end collision.

Taillights must be at least 3 inches in diameter, or meet with DRIVE Off-Road Racing approval, and must be mounted in such a manner as to be clearly visible from the rear of the vehicle.

Rearward facing amber light and blue light if so required must be at least 40watts. The amber lens must be deep amber in color. The blue lens must be medium blue in color (no other color is permitted). The amber light and blue light if so required must be mounted a minimum of 48 inches from the ground and must be clearly visible, with no obstructions, from all angles from the rear of the vehicle. The amber light and blue light if so required must be placed so that an approaching driver's vision is not impaired. The amber light, blue light if so required and taillights must be connected to the ignition switch (connecting straight to the battery switch is acceptable) and must remain on during the entire race.

DCR22: STARTER

All cars and trucks must be self-starting by use of an onboard electric starter.

Fuel System

DCR23: FUEL

Any of the following commercially available fuels may be used:

1. Service station pump gasoline including E85
2. Racing gasoline as manufactured
3. Commercial aviation gas
4. Diesel fuel
5. Propane or natural gas.

Commercially produced nationally advertised fuel additives may be used.

No alcohol, NOS, or nitro-methane is permitted.

DCR24: FUEL TANKS

Safety fuel cells are required for all vehicles. Auxiliary fuel tanks may be added in all classes except those classes whose class rules do not allow auxiliary fuel tanks. Auxiliary fuel tanks must be safety fuel cells.

Alternative fuels (propane or natural gas) must use an approved fuel cell as determined by DOT standards and with the approval of DRIVE Off-Road Racing. Alternative fueled vehicles may not use auxiliary fuel cells.

All fuel tanks must be securely mounted. Fuel tank must be filled from and vented to the outside of the vehicle. There must be a substantial cross member and firewall between the fuel tank and the occupants.

No GI-cans or fuel containers similar in construction or purpose will be permitted in or on any vehicle during the race. Use of GI-cans or other fuel containers will subject entrant to disqualification.

Safety fuel cells must consist of a bladder enclosed in a smooth skinned container. The container shall be constructed of 20ga. steel, 0.060-inch aluminum or 0.125-inch Marlex. Container must be securely attached to vehicles with bolts or steel straps. All fittings must be built into the skin and bonded to the skin as an integral part of the tank or mechanically sealed by a ring and counter ring system by either flat joint or an "O" ring. Internal baffling is mandatory in all fuel cells. Bladder construction shall be of nylon or Dacron woven fabric impregnated and coated with a fuel resistant Elastomer. Rotary molded polymer cells are acceptable. The physical properties minimum standards are in accordance with the following specifications.

Test Type	Minimum Standard	Test Specification
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.

DCR25: FUEL FILLER, VENTS & CAPS

Fuel filler lines and positive-locking non-vented fuel filler caps (Monza/flip-type caps are strictly forbidden) must be located and secured in such a manner as to prevent being knocked off or open during movement, rollover or accidental impact. Design and installation must be in such a manner to prevent fuel from escaping from pickups, lines, fillers and breather vents if vehicle is partially or totally inverted. Fuel breather lines must have a rollover check valve incorporated in the fuel cell. The vent line must extend to the highest point of the rollcage nearest the fuel cell, across the width of the vehicle, and down to below the belly pan of the vehicle or 3 inches below the fuel cell, whichever is lower.

OPTIONAL PLACEMENT: The vent line may be wrapped one full loop around the outside of the fuel cell near the top of the fuel cell and then down below the vehicle 3 inches below the lowest point of the fuel cell. Where the vent line attaches to the fuel cell there must be a loop above the fuel cell that extends 4 inches higher than the top of the fuel cell. The breather line must be vented outside of driver’s compartment and be directed away from the engine and exhaust system. All fuel fillers must be surrounded by a boot or splashguard. All fuel fillers attached to the frame or body panel must use a flexible coupling to the tank. Boot or splashguard must direct fuel spillage to outside of vehicle and away from driver’s compartment, engine and exhaust. A fuel filler rollover-check-valve must be incorporated into all fuel cells.

Engine Transmissions & Drivelines

DCR26: ENGINE LOCATION & DISPLACEMENT

Engine displacement and location may be checked by DRIVE Off-Road Racing where class rules apply. DRIVE Off-Road Racing reserves the right to mark engine blocks prior to an event.

DCR27: ENGINE REPLACEMENT

No entrant may replace a complete engine during an event. Entrant will be deemed to have replaced engine if the block or case halves have been replaced.

DCR28: TRANSMISSION

Every vehicle must have a functional reverse gear to start the race. Four-wheel drive vehicles must be capable of being driven through all wheels.

DCR29: THROTTLES

Every vehicle with a foot throttle must have two return springs, with a minimum of a 2-lb. pull, attached to the carburetor. Fuel injected vehicles are exempt from having two return springs. A stop or override system must be used to keep linkage from passing over center and sticking in an open position.

A hand throttle may be used if physical limitations necessitate use of such device. The hand throttle must follow the same guidelines as a foot throttle and must be deemed safe and be approved by DRIVE Off-Road Racing.

DCR30: EXHAUST

Forestry approved spark arrestors or approved mufflers are required on all vehicles.

Exhaust system design and installation must be done in such a manner as to extend a minimum of 1 foot past the rear of the driver's compartment, be directed rearward out of the body and away from the driver and co-driver, fuel cells and tires. The exhaust must be placed in such a manner as to minimize the production of dust.

DCR31: DRIVESHAFTS

All front engine vehicles with open drive shafts must have a 0.25-inch x 2-inch steel strap or a 2-inch wide heavy nylon webbed retainer strap. Straps must be securely mounted to a body or frame member and must be located within the first 6 inches of the main driveline behind the slip yolk or universal joint. Hoop or strap must be fabricated and located in such a manner that it will reasonably prevent the front of the driveshaft from digging into the ground when the rear suspension is fully compressed to the upper limit of wheel travel. The strap should be mounted in a manner that reduces the possibility of chaffing.

DCR32: FLYWHEEL SHIELDS

All front-engine vehicles with manual transmissions must have an SEMA-approved bell housing or cover. It is also highly recommended that front engine vehicles with automatic transmissions have SEMA-approved covers.

DCR33: FLUID COOLERS

Transmission coolers, oil coolers, and radiators located ahead of the driver and co-driver or in the passenger compartment must have a shroud that will prevent liquids from blowing back or leaking onto the driver and co-driver, where applicable, in the event of a rupture or leakage. All hoses running through the passenger compartment must be shielded. Steel braided hoses do not constitute a shield.

DCR34: AUXILIARY EQUIPMENT

All vehicles must start race with a functional alternator, fan, water pump (water-cooled vehicles) and a complete functional electrical system.

DCR35: SUPERCHARGERS & TURBOCHARGERS

Superchargers and Turbocharges are not permitted on any gasoline-powered vehicle in any class unless specifically stated in the class rules. Factory installed or aftermarket turbocharges are permitted on diesel-powered vehicles.

Vehicle Safety Equipment

DCR36: ROLLCAGES

DRIVE Off-Road Racing believes that it is each competitor’s responsibility to present a safe vehicle for pre-race tech inspection. You must maintain your safety equipment including the roll cage integrity. DRIVE Off-Road Racing reserves the right to not allow any safety cage design that, in the view of the Director of Technical Inspection, is not fit for competition. You, as the competitor, are ultimately responsible for your own vehicle’s safety features with respect to the design, quality of execution, maintenance and repair of the roll cage structure.

All vehicles in competition must be equipped with a rollcage based on seamless 4130 chromoly tubing or ASTM 1018/1026 CDS/DOM. Recommended minimum design and tubing size for rollcage structure is in accordance with Table A.

Table A. Recommended Minimum Tubing Dimension

Vehicle Weight	Recommended Minimum Tubing Dimension
Up to 2000 lbs.	1.5” x 0.095” CDN/4130/Seamless or ASTM 1018/1026 CDS/DOM
2001 – 2500 lbs.	1.5” x 0.120” CDN/4130/Seamless or ASTM 1018/1026 CDS/DOM
2501 – 3000 lbs.	1.75” x 0.095” CDN/4130/Seamless or ASTM 1018/1026 CDS/DOM
3001 – 4000 lbs.	1.75” x 0.120” CDN/4130/Seamless or ASTM 1018/1026 CDS/DOM
Over 4000 lbs.	2.0” x 0.120” CDN/4130/Seamless or ASTM 1018/1026 CDS/DOM

Note: See manufacturer’s reference charts for alloy steel tubing equivalent strengths. No aluminum or other non-ferrous materials are permitted.

MATERIAL

Rollcage construction material must be 4130 chromoly tubing or ASTM 1018/1026 CDS/DOM. All welds must be of high quality and craftsmanship with good penetration and with no undercutting of parent material. Oxy-acetylene brazing on rollcage is strictly forbidden. It is recommended that the welder inspect all welds using Magnaflux™, die-penetrant, or other effective methods.

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

No crimping or signs of wall failure will be allowed. Good workmanship is critical. The DRIVE Director of Technical Inspection has the final say on whether the cage design and assembly is safe or not.

ROLLCAGE DESIGN

All rollcages must be designed and constructed with the following minimum supports:

- A. One front vertical hoop
- B. One rear vertical hoop
- C. Two interconnecting top bars
- D. Two rear down braces
- E. One diagonal brace
- F. All necessary gussets.

The two top interconnecting bars must be placed as far to the outside of the top part of the front and rear hoops as possible. Rear down braces and diagonal brace must angle a minimum of 30 degrees from vertical. Opened-wheeled vehicles built only wide enough for a single seat are excluded from having the diagonal brace (although the diagonal brace is highly recommended for the single seat vehicles). At the bottom of the diagonal brace there must be a cross member of the same tubing material and dimensions as the hoop. All rollcage components (hoops, braces, gussets, etc.) must have a minimum of 3-inch clearance from the component to the vehicle occupants helmets when occupants are seated in their normal riding positions. All portions of the roll bar or bracing that might come into contact with the vehicle occupant's helmets must be padded.

Rollcages must be securely mounted to the frame or body. All interconnecting points must be gusseted and braced. Cab or body mounted rollcages must be bolted through the body structure and be attached by use of a minimum two 0.1875-inch thick doubler plates (one on each side of body structure). Bolts and nuts must be at least 0.375-inch-diameter s.a.e. Grade 8 or equivalent aircraft quality. Welding of cab or body mounted rollcages to body structure is strictly prohibited. Rollcage terminal ends must be attached to a frame or body member that will support maximum impact and not shear or allow more than 1.5 inches of movement in the cage terminal end. All vehicles including those with stock steel doors must have at least one side bar on each side of vehicle that will protect occupants from side impact. The side bars must be of the same tubing material and dimensions as the rest of the rollcage. The side bars must be as close to parallel to the ground as possible, be located to provide maximum protection to the occupants, and be securely welded to the front and rear hoops. The location of the sidebars must not cause difficulty in entering or exiting the vehicle. Gussets constructed of 0.125-inch x 3-inch x 3-inch flat-plate or split, formed and welded corner-tubing, or tubing-gussets made of the same material and thickness as the rollcage may be used. Gussets must be installed at all major interconnections, including diagonal and rear down braces, where single weld fractures can affect occupants' safety. In the stock classes on vehicles with rear leaf spring suspension you may add a plate to the front leaf spring outboard mounted hanger if a main roll cage mount is terminated at that point. The plate may only be place in the "V" of the hanger and be welded in place to the hanger only. The

plate itself may not attach directly to the frame of the vehicle except for the roll cage attachment bolt that passes through the plate, the roll cage terminal end and the frame. The plate may only be large enough to allow for a good brace for the roll cage mount. Plate design and installation must meet with DRIVE Off-Road Racing approval. The rear leaf spring hanger of the rear leaf spring may have a kicker bar attached to the flat horizontal portion of the hanger and extend to the main rollcage down brace. The main rollcage cannot directly mount to the rear hanger. The design of kicker bar must be such that you can unbolt it from the hanger. Kicker design must meet with DRIVE Off-Road Racing approval. In the stock classes you may attach a main roll cage mount to the top of the front spring bucket. Design and installation must meet with DRIVE Off-Road Racing approval.

DCR37: SAFETY HARNESS

All vehicles must have a heavy-duty type five-point fast release latch (no push button type) seat belt, anti-submarine strap and shoulder straps with metal-to-metal buckles and connectors for each occupant. The five-point harness system shall consist of one 2-inch wide anti-submarine strap, one 3-inch wide seat belt and two 3-inch wide shoulder straps (no "y" type shoulder belts permitted). Chest buckles are optional but highly recommended. Harness material shall be made of nylon or Dacron polyester. Harness must be in new or perfect condition with no cuts, frayed layers, chemical stains, or excessive dirt and must be in flexible condition. All harnesses must show the manufacturer's name and the month and year of manufacture. All belts must be changed after three (3) years of date of manufacture. It is highly recommended that all harnesses be replaced after one year from the month and year of manufacture. No portion of the harness may be altered in any fashion from the manufacturer's standard design. No surplus safety harnesses are permitted. Where D rings are used they must be doubled up, for example, two D rings per shoulder strap. Bolted mounting tabs are not considered to be D rings. A single D ring may be utilized if the loose end is sewn to the main portion of the shoulder strap in an X and BOX pattern and meets with DRIVE Off-Road Racing approval.

The five-point harness must be mounted to the main structure members of the same size and dimension as the roll cage and be gusseted. The structure members must be in the following locations. Anti-submarine belt to the floor structure as close to the front of the seat as practical in order to exert maximum restraint to the upward movement of the seat belt and shoulder straps. Shoulder straps must be mounted behind the occupants seats and be located 4 inches below the top of the occupants shoulders. Seat belt should be mounted a minimum of 2.5 inches forward of the intersection of the back of the seat and the sitting portion of the seat. All adjustment buckles must be a minimum distance of 1.5 inches from the seat to prevent loosening or chafing. Mounting hardware must be a minimum of 0.312-inch hardened steel bolts with a 1.5-inch diameter flat washer attached through the body or frame using lock nuts or cotter keys. All harness hardware must be safety tied.

DCR38: SAFETY NETS

DRIVE Off-Road Racing approved safety nets are mandatory on all vehicles and must cover the complete open area of the cockpit on both sides of the vehicle. Nets must be installed on the inside of the roll cage to prevent them from being damaged or coming off in the event of a roll over or slide on the side. Nets attached to doorframes are permitted. Nets must be installed so that the occupants can release the netting unassisted and exit the vehicle regardless of the position of the vehicle. Lexan in the side windows can be substituted for nets as long as positive secondary latching devices are used. Lexan side windows must be mounted in such a fashion as to allow quick removal in event door will not open. Fixed corners must be fastened with metal fasteners i.e. hose clamps, bolts etc. The net border or edge and the net attachment must be made of materials that are as strong, or stronger than the net itself. Net attachments must be every 6 inches. Acceptable attachments are limited to the following: hose clamps, snaps, heavy-duty nylon ties, lift-a-dot, metal hooks and steel rods. Steel rods or full length Velcro are acceptable methods of bottom fastening. If Velcro is used to fasten the bottom of the net is must be clean and without wear. The Director of Technical Inspection must approve the condition of the Velcro. The roof must be covered with sheet metal or aluminum. DRIVE Off-Road Racing requires that occupants of all vehicles must be protected during a roll over in such a manner that prevents them from extending from the body or frame of vehicle.

DCR39: SEATING

A recognized manufacturer that specializes in seats for racing applications must make all seats. No stock production seats are allowed. All seats must be securely mounted to frame of vehicle and be properly reinforced in such a manner as to keep seat from moving in relationship to the frame. Adjustable track type seats must be securely mounted as to allow no lateral or vertical movement. Stock VW-type seat runners must be clamped to the floor with a minimum of two 0.375-inch diameter U-bolts per rail and have 1-inch minimum diameter flat washers on the underside. Head and neck restraints designed and installed to prevent whiplash are mandatory on all vehicles. Restraints must be a headrest constructed of at least 2-inch thick resilient padding and be approximately 36 square inches in area. All portions of the roll bar or bracing that might come into contact with the vehicle occupant's helmets must be padded.

General Vehicle Components

DCR40: DRIVER'S COMPARTMENT

Firewalls and/or bulkheads must separate the driving compartment from any fuels, engine fluids and acids.

The vehicle must be designed in a way that allows for (2) two exits. Occupants must be able to enter and exit the driving compartment without assistance regardless of the position of the vehicle. Exits must meet DRIVE Off-Road Racing approval.

Vehicles with fiberglass cabs must have sheet metal underneath fiberglass. Sheet metal can be attached to the inside or outside of rollcage around the driver's compartment.

Only areas in driver's compartment that are exempt for having sheet metal are window areas.

DCR41: DOORS & LATCHES

All vehicles with operational doors must have positive locking mechanisms and must have a permanently attached secondary latching device. Both mechanisms must be used and working during the entire event.

DCR42: FIREWALLS

All vehicles must have an all-metal firewall separating the driver's compartment from possible fire from the engine and fuel supplies. Firewall must be liquid tight and extend from the driver's shoulder height to the vehicle floor and from body side to body side at a minimum. The firewall must extend at least 2 inches above the top of the fuel cell if a rear mounted fuel cell is higher than drivers shoulder height. The hood is considered an extension of the firewall on front engine vehicles. Any hole placed in the firewall for structure members, lines, etc. must be kept to a minimum. The hole should not have more than 1/16th inch gap around the items passing through the firewall. Metallic tape must be used to seal the hole between the firewall and the item passing through the firewall.

DCR43: BALLAST

All material used for the purpose of adding weight to meet minimum vehicle weight limits must be securely attached to a non-removable structure member and be attached in such a manner as to allow the weight to be sealed to the structure member.

DCR44: WEIGHT

Official weight will be the weight as shown on the DRIVE Off-Road Racing official scales. Official vehicle weight shall be considered the dry weight of the vehicle upon completion of the event with the deletion of fuel from the fuel cell, removal of spare tires, tools, and spare parts and without occupants in vehicle.

DCR45: FLOORBOARDS

Floorboards or belly pans are required on all vehicles and must be attached by a minimum of six ¼ inch bolts per side if not an integral part of the body or chassis. Dzus fasteners are not permitted. Floorboards must cover the entire area from in front of the pedal assembly to behind the seats and from outside edge to outside edge on each side. Floorboards in the front must extend up in front of the pedal assembly.

DCR46: BUMPERS

Front or rear bumpers, nerf bars, frame heads or other protruding objects from vehicles are permitted but must **not** be designed in a manner to specifically cause damage to other vehicles. Ends must be capped and rounded to prevent any sharp edges. Bumpers and nerf bars must be designed in a way as to reasonably inhibit two vehicles from becoming locked together. A safe front and rear bumper is required on all vehicles. Design of front and rear bumpers may be specified in some restricted classes.

DCR47: MIRRORS

A rear view mirror is required on all vehicles. Mirrors must have at least 6 square inches of mirror surface. Mirror must have a reasonably unobstructed view of area behind vehicle. Where the design of the vehicle obstructs the rearview side mirrors must be used.

DCR48: SKID PLATES

Skid plates designed to reasonably protect components are recommended on all vehicles. Skid plate must be securely attached made of metal. Attachment location of skid plates may be restricted for specific classes.

DCR49: STORAGE

All spare parts and extra equipment carried on a vehicle must be securely fastened to prevent movement during competition.

DCR50: FENDERS

All classes requiring fenders must begin the race with fenders securely attached to vehicle. Removal of fenders during competition for any reason other than damage incurred during the competition will result in penalties up to disqualification.

DCR51: CHASSIS & BODY

All body parts must remain on the vehicle (accidental damage excluded) during the entire length of race. Body and chassis series must be maintained with the body and chassis combination as specified in class rules.

All repairs due to damage or upgrades must meet with the approval of DRIVE Off-Road Racing. Photographic evidence of a damaged frame may be required for approval of repair work. Entrants must notify DRIVE Off-Road Racing of required frame repair before starting repair work. If frame damage occurs at a DRIVE Off-Road Racing event it is highly recommended that you notify the Director of Technical Inspection so that an inspection of damaged frame may be made at the post race inspection area if at all possible.

DCR52: HOSES

All fuel and brake line hoses including metal lines and fittings must be clamped.

DCR53: IDENTIFICATION MARKERS

All vehicles in competition must display the official DRIVE Off-Road Racing decal on both sides of the vehicle. All vehicles in competition must be identified with the correct class vehicle numbers and be displayed in the proper locations as described below.

Number colors must be black numbers on white background or white numbers on black background.

Note: It is the vehicle driver's responsibility for keeping numbers recognizable. DRIVE Off-Road Racing assumes no responsibility for scoring vehicles with unrecognizable numbers. All vehicles in competition must have identification numbers in the following locations and sizes:

	Sides	Front	Rear	Roof
Height	10 inch	4 inch	6 inch	10 inch
Stroke	1 inch	1inch	1 inch	1 inch

PIT-SUPPORT VEHICLES

All pit-support vehicles must have the number of the vehicle they are pitting for in a minimum of 4-inch high white numbers on the upper passenger-side corner of front windshield and on rear window.

DCR54: ADVERTISEMENTS ON VEHICLES

Advertising, symbols and names may be displayed on vehicles provided that they are in good taste and that they do not interfere with identification markings. DRIVE Off-Road Racing reserves the right to determine whether any symbols or names are in good taste and not interfering with identification markings.

DCR55: WORKMANSHIP

All construction, modifications and alterations must be performed in a workmanlike manner and meet with the rules, regulations and approval of DRIVE Off-Road Racing.

DCR56: RADIO EQUIPMENT

Any race or support vehicle radio equipment is strictly prohibited from interfering with or disrupting race communications on all frequencies allotted to the amateur radio band, public service band, marine band and aircraft band as permitted by FCC rules. DRIVE Off-Road Racing will announce the radio frequency to be used for official DRIVE communication prior to each event.

**CLASS 725 - STOCK PRODUCTION
MINI OR MID-SIZED TRUCKS**

Vehicles built two or four-wheel drive mini or mid-sized pickups. Vehicles must have been series produced in quantities of at least 5000 units within a 12-month period. Vehicle must be readily available to the general public in the U.S.A. Vehicle must be marketed as a mini or mid-sized pickup.

GENERAL REGULATIONS

Class entrants shall comply with all class and applicable general regulations

COMPETITION REGULATIONS

Body, engine and chassis combinations of vehicle manufacturer must be retained. This class is a stock production class. All components must remain stock except those modifications listed herein.

Note: The DCR abbreviations refer to the cross-reference listings in the front of this book and are part of the class rules. Where a conflict between the cross-referenced listings and a rule contained under this class occurs, the rule contained under this class has precedence.

Safety Equipment

DCR1: HELMET AND SUIT IDENTIFICATION

DCR2: HELMETS

DCR3: PROTECTIVE CLOTHING

DCR4: EYE PROTECTION

DCR5: NECK BRACES

DCR6: HEAD AND NECK RESTRAINTS

DCR7: FIRST AID KIT

DCR8: BREAKDOWN SIGNALING DEVICES

DCR9: HORNS

DCR10: REFLECTOR

DCR11: FIRE EXTINGUISHER

DCR12: SURVIVAL SUPPLIES

Suspension Components

Any manufacturer spindles may be used and may be reinforced. Front and rear suspensions must be of the same manufacturer, shape, size and configuration as originally produced and installed on the chassis to which it is produced for. All suspension components except shock absorbers and rear leaf springs will remain in the original stock locations with original stock mounting methods maintained. All components with the exception of the shock absorbers must be original manufacturer's design. A-arms, I-beams and front axles must remain stock as delivered on the chassis to which it is attached. Components may be strengthened by adding material but must remain stock dimensions, material and configuration as delivered from the manufacturer. Mounting points may be strengthened. Ball joints may be of any manufacturer. Front springs must retain original stock concept (leaf, coil, torsion, etc.) and remain in stock location. Rates and capacities of springs are open. Maximum front wheel travel is 12 inches.

Ford specific: For model years 1998 thru 2002 the upper right two-piece A-arm is being replaced with a one-piece A-arm bearing part number of 2L5Z-3084-BA.

Maximum rear spring length is equal to the longest manufacturer's stock production rear spring as delivered on a mini or mid-sized pickup. Rear springs must be mounted in the original stock mounting method (under frame, side of frame). Frame may not be

modified. Springs may be mounted above or below the axle. Spring rates and capacities are open. Two single point rear differential anti-wrap bars may be used. Rear wheel travel limit is open. Stock front and rear track width must be retained plus or minus 2 inches as measured from brake backing plate to brake backing plate. Stock sway bars may be removed. All suspension components must be retained except those permitted to be removed.

FORD SPECIFIC:

I-beams may not be modified. Cutting, bending, or altering geometry of the beam in any way is prohibited. The use of spherical bearings in I-beams is permitted so long as no modifications are made to the part. You may only press the spherical bearings into the stock end of the beam. You may not cut or change the I-beam in any other way. Radius arms may be modified to allow the use of a heim joint for the pivot. This modification may only be done to a stock part. You may not fully fabricate the radius arm, and you may not change the geometry of the part in any way. The radius arm may be modified only in the minimum amount to allow for the use of the heim joint. The location of the pivot point may not be changed, and no allowance for error in mounting. The placement must be exactly the same as the stock pivot point. The pivot point of the radius arm will be considered the center of the mount where the rubber bushing passes through the stock cross member. This modification will be subject to the approval by DRIVE Off-Road Racing on a per vehicle basis.

A-ARM SPECIFIC:

The use of any non-stock upper or lower a-arm is not permitted. The vehicle must use the stock upper and lower a-arm. The addition of material is permitted so long as no modifications enhance wheel travel. Tubular A-arms are not permitted. Mounts may be designed to use spherical bearings in place of the stock rubber so long as the pivot points remain stock.

DCR13: SHOCK ABSORBERS & BUMP STOPS

Number of shocks and mounting methods are optional. Shock reservoirs may be used. Mounting points may be strengthened and design modified.

Remote mounted shocks are not permitted. Hydraulic bump stops are permitted but frame and front wheel travel limit rules must be adhered to.

Air shocks are not permitted.

DCR14: SECONDARY SUSPENSION

Secondary suspension is not permitted.

DCR15: WHEELS & TIRES

Aftermarket wheel studs are permitted.

DCR16: FASTENERS

Steering & Brake Components

DCR17: STEERING

Steering box must remain stock and original concept as produced by the mini or mid-sized truck manufacturer. Steering box mounting may be reinforced by adding material but must remain in the stock location. Aftermarket steering column mounted steering quickeners may be utilized. Steering components (tie rods, tie rod ends, idler arms, pitman arms, relay rods and turning arms) may be specially made providing they mount in stock location and operate in the original manner. Any manufacturer steering wheel may be used. A maximum of three inches fore or aft may be made in the steering wheel location.

DCR18: BRAKES

Electrical System

DCR19: IGNITION

Vehicles with 4300cc engines must retain the vehicle manufacturers stock CPU computer as delivered by the factory.

DCR20: BATTERIES

DCR21: LIGHTS

Any manufacturer light may be used. Stock headlight openings must be retained.

DCR22: STARTER

Fuel System

DCR23: FUEL

DCR24: FUEL TANKS

Fuel cell may be sunk into the bed. The rear frame member may be relocated, removed or replaced in order to sink the fuel cell.

DCR25: FUEL FILLER, VENTS & CAPS

Engine Transmissions & Drivelines

DCR26: ENGINE LOCATION & DISPLACEMENT

Engine must be one delivered in the vehicle or one that is available (with the provisions listed herein) from the manufacturer / importing distributor with a maximum of six cylinders. Engine must be available to the general public of the U.S.A. Maximum engine displacement is Stock production 4300cc or modified 3000cc (187.5ci). Rotary piston engines are not permitted. Engine block must be of the same type of material as that of the block originally delivered in that particular chassis body combination. Water

and vapor injection is not permitted. Engine location must be the stock mounting location as delivered from the manufacturer plus or minus 1-inch. This will be measured from the front spindle centerline to the back of the block. 3000 cc engine rules:

Alternate manufacturer's/importing distributor's engine provisions:

- A. It retains a maximum of six cylinders as originally produced by the manufacturer.
- B. It does not displace more than 3000cc.
- C. It has a manufacturer's stock number.

Any head may be used providing it is offered by the manufacturer as an option or as a replacement. Head may be used as long as the following apply:

- A. Retains the same number of camshafts.
- B. Retains the same number of valves per cylinder.
- C. Has manufacturer's stock number.
- D. Is available to the general public of the U.S.A.

Unrestricted engine items include:

- A. Strengthening and balancing
- B. Valve train and camshaft
- C. Pistons
- D. Blueprinting
- E. Oil and water-cooling systems. Radiator must be in stock location.
- F. Air cleaners
- G. Fuel pumps
- H. Exhaust system

4300cc engine rules:

Engine must be stock production as produced by the vehicle manufacturer for that model of vehicle. Engine must remain stock No modifications may be made to the block, internal components, or heads. All engine components must bear the part number as that of a stock engine as available from the vehicle manufacturer. Engine may not be a high performance engine as available from the vehicle manufacturer for replacement of the stock performance engine that is normally installed in a mass produced vehicle.

Restricted items:

- A. Intake manifold. (Must remain stock vehicle manufacturers factory intake manifold)
- B. Fuel injectors
- C. Mass air flow sensor
- D. All internal components IE: pistons, cam, crank etc.
- E. Block and heads

Unrestricted engine items include:

- A. Oil and water-cooling systems. Radiator must be in stock location.
- B. Air cleaners
- C. Fuel pumps

D. Exhaust system

CARBURETOR

3000cc engine rule

Any make of carburetor or fuel injection may be used but must maintain a maximum of (1) one venturi per cylinder.

4300cc engine rule

Any make of carburetor or stock production vehicle manufacturers factory fuel injection may be used but must maintain a maximum of (1) one venturi per cylinder.

DCR27: ENGINE REPLACEMENT

DCR28: TRANSMISSION

Any transmission that is listed and delivered by the manufacturer may be used.
Any shifter may be used.

DIFFERENTIAL

Front differential must remain original stock, with the exception of gear ratios, as delivered by the manufacturer. Materials may be added for strengthening purposes only. Front differentials, including traction beam type, may be reinforced. Rear axle assembly must use standard concept automotive production housing and third member. Gear ratios, carriers, axles and floating hubs are optional. Must retain stock track width plus or minus 2 inches.

Knock-off hubs are not permitted.

DCR29: THROTTLES

DCR30: EXHAUST

DCR31: DRIVESHAFTS

DCR32: FLYWHEEL SHIELDS

DCR33: FLUID COOLERS

DCR34: AUXILIARY EQUIPMENT

DCR35: SUPERCHARGERS & TURBOCHARGERS

Vehicle Safety Equipment

DCR36: ROLLCAGES

DCR37: SAFETY HARNESS

DCR38: SAFETY NETS

DCR39: SEATING

Any manufacturer's racing seat may be used but must remain in the stock location.

General Vehicle Components

DCR40: DRIVER'S COMPARTMENT

Dash is optional. Recommended that flammable items such as upholstered panels, headliners and carpets be removed.

Pedal assemblies must remain in the stock position.

DCR41: DOORS & LATCHES

Doors must operate on stock hinges. Secondary door latches required.

DCR42: FIREWALLS

Firewalls must remain stock, complete and in original location. Any holes in stock firewall must be covered with metal.

DCR43: BALLAST

DCR44: WEIGHT

Vehicle must weigh dry 3250 lbs. minimum.

DCR45: FLOORBOARDS

Alterations to floorboard, for the routing of exhaust to rear of vehicle, are permitted.

DCR46: BUMPERS

Stock front and rear bumpers must be utilized but may be modified. Modification must meet with DRIVE Off-Road Racing approval.

DCR47: MIRRORS

DCR48: SKID PLATES

DCR49: STORAGE

DCR50: FENDERS

Wheel openings in fenders may be enlarged a maximum of 3 inches for tire clearance but must retain their original bodylines. Fenders may be flared 2 inches. Enlarged wheel openings and fender flares must meet DRIVE Off-Road Racing approval regarding excessive material removal or flare. Front inner panels may be removed, modified or replaced. Fenders must be securely attached by bolts. Hinged front ends are not permitted. Attachment of front fenders, inner panels and radiator to front hoop is acceptable providing stock external appearance is maintained. Front fenders may be of any material.

DCR51: CHASSIS & BODY

Specified year chassis and body combinations of manufacturer must be retained.

CHASSIS

Original wheelbase must be maintained plus or minus 1-inch.

Frame may be strengthened by addition of material but must retain stock configuration. Lengthening or narrowing of frame is not permitted. Removal of material is not permitted. Frames may not be altered.

BODY

Original body shape, size, configuration and appearance must be maintained. Additional body strengthening mounts or parts may be added. Original stock mounting location (vertical, horizontal, and lateral) in relation to the frame and mounting methods must be retained. The measurement from the spindle centerline to the back of the b-pillar post must remain stock plus or minus 1-inch. Internal body structural members must remain intact. Clearance holes may be cut or drilled for rollcage, supports, shocks, etc.

Hoods, doors, fenders and bedsides are required to be in original stock locations. Hoods, front fenders and bedsides may be of any material. Tailgates and pickup bed front panels are optional. Stock front grill assemblies are mandatory.

Safety glass windshields, side and rear glass is optional.

DCR52: HOSES

DCR53: IDENTIFICATION MARKERS

DRIVE Off-Road Racing will assign vehicle numbers.

DCR54: ADVERTISEMENTS ON VEHICLES

DCR55: WORKMANSHIP

DCR56: RADIO EQUIPMENT