



Please contact DCRC officials via FB, IG or deltaclassicrockcrawl@gmail.com with any questions

1. General Vehicle Requirements (required for all classes)

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

1.2 Body -

1.2a - The hood must cover the top of the engine completely to pass technical inspection.

1.2b - Fire walls are required for fire safety and must be a minimum of .040 aluminum, 20-gauge magnetic steel, 3/16" fiberglass or Lexan.

1.2c - All vehicles must have a floor under the driver and passenger seat to rest the occupant's feet on and protect them from flying parts during breakage. Floor must be a minimum of .040 aluminum, 20-gauge magnetic steel, 3/16" fiberglass or lexan.

Expanded metal is acceptable material *as long as* it meets the above requirements except in the street stock class where floor factory floor boards are required.

1.2d - Body parts damaged, missing, or torn off during the course of an event that were in place after a vehicle passed technical inspection must be approved by a Marshal. Vehicles that do not meet safety requirements after being damaged must be repaired or be disqualified from that course or the event.

1.2e - Plexiglas hoods and windshields are allowed.

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

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

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

1.6 Fuel System -

1.6a - Non-vented gas caps are required. Fuel system must be sealed with a rollover valve or shut off valve installed in the fuel vent line. Vent line must be routed so that if the rollover valve fails, fuels will not spill. Shut off valves on the vent line are highly recommended.

1.6b - Vehicles leaking fuel will be assessed TEN (10) PENALTY POINTS. Vehicles leaking fuel profusely will not be allowed to continue until repairs are made.

1.6c - Throttle assemblies must be in good order and work smoothly. Hand throttles must automatically return to the non-throttle position.

1.6d - Propane systems must have an electric energized to open solenoid for fire safety.

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

1.8 Roof - All vehicles must have a roof directly over the occupant's head to adequately protect him/her from objects coming through the cage in the event of a rollover; this includes protection for the passenger if the spotter is in the vehicle during a spotter ride bonus. The roof must be made from a minimum of 1/8" aluminum, .040" steel, or 1/8" expanded metal.

1.9 Seating - Seats must have adequate support for the driver and spotter.

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

1.11 Suspension - Suspension pivot points and connecting points must be free of cracks and in good physical condition. Manual controlled suspension systems may not control individual tires. These systems must control either the entire front or entire rear axle.

1.12 Tires - All D.O.T. stamped tires are approved as well as tires designed for competition use. All others must be approved by DCRC.

1.13 Winches - Fully operational, professionally built and sold electric, hydraulic, and power take off winches with a minimum of five thousand (5000) pound rating are approved for operation of full size 4x4 vehicles. Operational winches must use rope (nonmetal) with minimum burst strength of nine thousand five hundred (9,500) pounds. Winches with wire rope may not be used without the permission and supervision of a Marshal for extraction of vehicle and only with a winch weight to hold the rope down in case of breakage. Rope must be in acceptable condition with minimal fraying or kinks. Clevis hooks must be rated at ten thousand (10,000) pounds. Winch must be mounted using all factory mounting positions either on the bottom, front, back and be securely bolted down. Winch hooks must be equipped with a small strap that is to be used as a handle when winching. Violation will result in disqualification (50 points).

1.14 Frames - Frames must be in good condition, free of cracks, designed to handle the abuse of rock crawling and tied to a roll cage that meets the above rules.

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

1.16 Window Nets - Window nets and or arm restraints are highly recommended to avoid injury.

1.17 Axles - Axles including, but not limited to, ring and pinions, housings, hubs, axles, CV's, etc. must be OEM type and readily available in the competitor's country of origin. Portal Axles are not allowed in the Street Stock class.

1.18 Battery Cutoff Switch - All vehicles using electrical fuel pumps must be equipped with a cutoff switch or lanyard type kill switch (both types preferred for safety). The switch must be easily accessible to the driver, spotter and course workers. The switch must kill the engine & fuel pump. Dash mounting is recommended. The stock ignition switch serves as a kill switch in Street Stock, non-stock switches must meet the above requirements.

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

1.20 Seat Belts - 4 point harnesses are required and a five point race harness is highly recommended. Seat belts must meet the manufacturer's specifications. Seat belts must function and be used at all times or the team will be disqualified (50 pts.). Mounting and use must meet the manufacturer's recommendations and directions. Seat belts must be in good working condition.

1.21 Transfer Case - Must be of OEM automotive type and readily available in the competitor's country of origin.

1.22 Transmissions - For full size 4x4s the transmission must be OEM automotive type and readily available in the competitor's country of origin. UTVs see section five.

1.23 Vehicle Numbers - Vehicles must have numbers at least 5" tall displayed.

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

1.25 Helmets - D.O.T. helmets are required for anyone riding in the vehicle while on course. The spotter is permitted to use a bicycle or rock climbing style helmet when outside the vehicle.

1.26 Electric drive motors are NOT allowed in any class. All vehicles must have an internal combustion engine as the primary source of propulsion.

Vehicle Class Rules

DCRC has adopted Supercrawl rules with very few (and minor) changes. The goal for Supercrawl's Vehicle Class Rules is to establish a Sanctioning Body for other Rock Crawling and Off-Road events such as DCRC.

2. Stock Class

2.1 Tires - Maximum tire size is 37", based on manufactures sidewall stamp.

2.2 Steering - Street Stock class is limited to hydraulic assist of stock type components (hydraulic rams OK). Rear steer or full hydraulic steering is not allowed. Cross over steering acceptable.

2.3 Frame -

2.3a: - Frames must be OEM or direct OEM design aftermarket replacement. Frame reinforcement allowed.

2.3b: - Frame rail modifications are not allowed, including cutting holes in the frame rails for custom brackets (except as allowed in 2.7 below). All bolt on or weld on custom brackets are permitted.

2.3c: - Frames cannot be drilled or punched to lighten them.

2.4 Body -

2.4a: - Bodies must be full width of OEM. Bodywork must extend a minimum of 24" past the center of the rear axle. Full recognizable 4x4 bodies i.e. Jeep, Toyota, Ford, Chevrolet, I.H. etc., are required. Some trimming of body allowed such as fenders and corner panels. Fenders may be trimmed under the area that would be covered by a factory or aftermarket fender flare or a maximum of 3".

2.4b: - Front fender wells may be omitted. All flooring and fire walls must be fully intact with the exception of the following:

2.4b 1. - The hump area directly over the transmission and transfer case may be modified to accommodate aftermarket products or lifting of stock components.

2.4b 2. - The floorboard may be cut or modified for clearance of rear shocks, fuel tanks and routing of fuel lines.

2.4c - Flat beds allowed on trucks with a +20 point penalty assessed.

2.5 Radiator - Radiators must be in factory position and covered by the hood.

2.6 Seating - Vehicles must have two (2) seats side by side.

2.7 Suspension -

2.7a: - Stock configuration suspension designs required. Example: leaf from factory, leaf for competition, coil/leaf from factory, coil/leaf for competition, etc... Double shackle, air shocks or coil over systems are allowed with a 10 point penalty *PER AXLE* (+10). Factory suspension may be replaced with an older configuration for that vehicle. Example: IFS to leaf spring.

2.7b: - No limitation on suspension attachment point measurements, but overall wheelbase **MUST** remain +/- 3 inches of stock.

2.7c: - Manual or automatically controlled suspension systems that compensate ride height are not allowed. Front bumper mounted winches may be used as an adjustable limiting strap for the front axle. Rear axle winches are also allowed as an adjustable limiting strap.

2.7d: - Shackle reversal approved for leaf springs. Shackle hangers may use holes cut in the frame for leaf spring shackle bushings. Rear leaf springs mounted inside the frame are allowed (frenched).

2.7e: - Portal Axles are not allowed.

2.8 - Fuel System - Factory fuel tank and vents are acceptable. The tanks and vents must be in the stock location and configuration to pass tech. Any modifications to the factory systems will require a rollover valve and fuel vent line shutoff valve located near the fuel tank and accessible to track personnel.

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

2.10 - General Vehicle Requirements – General vehicle requirements apply- (see section 1).

3. Legends Class

3.1: - Tires - 42" maximum measured tire diameter by sidewall designation.

3.2: - Steering - Front axle steering only, rear steer is not allowed.

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

3.4: - Seating - Vehicles must have two (2) seats side by side.

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

3.6: - Suspension-Changes in wheelbase allowed from normal suspension movement only.

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

3.8: - Fuel System - Factory fuel tank and vents are acceptable. The tanks and vents must be in the stock location and configuration to pass tech. Any modifications to the factory systems will require a rollover valve and fuel vent line shutoff valve located near the fuel tank and accessible to track personnel.

3.9: - Kill Switch - Factory ignition switches are acceptable for the legend class if in the original factory location and configuration. Ignition kill switches must be used if factory ignition switch is not. DCRC technical inspector to determine if the kill switch is acceptable.

3.10: Formula Toyota - (F Toy) allowed in class with -15 penalty assessed.

3.11: General Vehicle Requirements – General vehicle requirements apply - (see section 1).

4. Trail Buggy Class

4.1: Tires - No restrictions

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

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

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

4.5: Suspension - No restrictions

4.6: General Vehicle Requirements - General vehicle requirements apply - (see section 1).

5. Super Modified Class (Formally Known as Rear Steer Trail Buggy Class)

5.1: Tires - No tire restrictions

5.2: Steering - Rear steer is allowed with no penalty.

5.3: Seating - Vehicles must have two (2) seats side by side.

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

5.5: Suspension - No suspension restrictions

5.6: General Vehicle Requirements - General vehicle requirements apply - (see section 1).

6. Unlimited Class

6.1: No vehicle restrictions

6.2: General Vehicle Requirements - General vehicle requirements apply - (see section 1).

General Regulations and Scoring Rules

DCRC utilizes modified Supercrawl Event Scoring and Regulations with the intent to simplify the sport so that spectators can follow the sport easier, judges are not as confused, and the event creates a tighter playing field for competitors. This goal is the centralized focus for the competition aspect of all events. As a disclaimer, Rules may change in between each event, but not during the event itself.

1. Class Disputes & Challenges -

Any team may challenge another team's vehicle compliance with class rules at Technical Inspection and Registration before closing time of registration (event day 1). The challenge must be in writing. A DCRC official will inspect the vehicle and issue a ruling. Vehicles found to be compliant will be passed for competition and the challenging team will receive a 16 (-16) point penalty assessed to their score for the event. Vehicles found to be non-compliant will be penalized according to the discretion of a DCRC official and may be required to repair the problem or be disqualified.

2. Running Order/Qualifying –

2.1: Running order for the start of the event will be a random order. The random order will be based on a number drawn or assigned when the team registers for the event. Each day of the event will have a random drawing for the running order, separated by class.

3. Safety -

3.1: Safety requirements include, but are not limited to, the proper use of seat belts, winches, spotter straps (15' min.), controlling spilled fluids, no loose articles in the vehicle, etc... DCRC officials have the right, but not the responsibility, to advise spotters and drivers of unsafe acts. Acts deemed unsafe by an Official must stop immediately. Three warnings will disqualify that team. Disqualified competitors will immediately be issued -50 points and shall move to the next obstacle. Teams may be disqualified without warning for seat belt infractions.

3.2: Alcohol, drugs and other mind-altering substances are not allowed at the events. Possession is grounds for disqualification for the team.

3.3: DCRC requires all occupants in the competition vehicle to use D.O.T. or Snell approved helmets, OR helmets approved for motor vehicle use in the country of origin. US competitors must use Snell or DOT approved. When outside the vehicle, spotters are still required to wear a helmet, but are permitted to use a helmet designed for bicycle, rock climbing, or similar. Gloves, eye protection, fire suits, neck braces, emergency cut out switches or any other safety equipment related to you or your vehicle are recommended.

3.4: Pushing or touching a moving vehicle is forbidden, and the team will receive a 10 point penalty at the second warning. Pulling vehicles with the use of a strap or rope is allowed. Using hand holes in straps or wrapping is not allowed. Spotters will be warned if they are in dangerous areas.

3.5: All injuries must be reported to a DCRC marshal at the time of the occurrence.

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

4. Officials -

4.1: Officials score the competitors. All calls made by an official are final. DCRC reserves the right for officials to disqualify any competitor who in their judgment is showing poor sportsmanship, cheating,

drinking alcohol, behaving disorderly, causing environmental concern, or otherwise creating problems. See sportsmanship for treatment of officials, spectators and volunteers

4.2: All calls made by DCRC are not open to litigation. Teams signing the DCRC waiver relinquish all legal rights for litigation against DCRC or anyone acting on behalf of DCRC. All calls by officials are made in good faith and are not biased in any way other than to follow the intent of the rules as defined and interpreted by DCRC. Any and all court cases will be held in SLC, UT- DCRC's head office.

5. Sportsmanship - During the event, (registration day through the awards ceremony) good sportsmanship is required. If a competitor, team member or any member of the competitor's group is arrested for any reason, is rude or abrasive to local authorities or DCRC, destroys property, or displays drunken or disrespectful behavior will be disqualified. Sportsmanlike conduct is **demande**d from all competitors at all times. A 10 (-10) point un-sportsmanship penalty will be assessed at the second warning. A third infraction will be cause for disqualification or a 50 (-50) point penalty.

6. Environmental -

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

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

6.3: Vehicles leaking any fluid, including water, exceeding one pint, will be assessed 10 penalty points. If the leak is any type of oil, fuel, or coolant, the team may not continue until the problem is corrected. Time will NOT be stopped while repairs are being made. If the fluid is clean water from a tire or cooler, the team will be allowed to continue, but will still be assessed the 10 point penalty.

7. Scoring - There are X amount of stages per course for all classes. In each stage, competitors navigate their vehicle through beginning, intermediate and ending gates within a specified time limit. Finish and start gates are clearly marked with intermediate gates and bonus gates in between. The vehicle centerline of two tires must clear the Finish Gate to complete the stage within the time limit. Competitors are allowed a specific amount of time to walk and assess each stage before the event starts, usually at the beginning of the event after the drivers meeting. High score wins. Competitors start each stage with 0 points each and incur penalties/deductions/earned points. Therefore, all references to Penalties in these rules reflect a Negative Score, while Bonus' and Progressions reflect a Positive Score.

7.1 Scoring Protests -

7.1a: Scoring protests must be placed before the next team starts their time on course. Mathematical scoring errors must be placed before the awards ceremony. After the award ceremony starts, all results are final.

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

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

7.1d: Scoring protests are permitted under the following conditions:

7.1d 1. Only the driver and spotter may protest.

7.1d 2. Scoring protests must be placed before moving to the next obstacle and within 10 minutes of completing the obstacle where the dispute occurred, or they will be dismissed.

7.1d 3. Protests must be made to a course Judge or a DCRC Marshal.

7.1e: If a protest has been found valid, scored points will be adjusted on the team's score.

7.2 Drivers & Spotters –

7.2a: Each team will consist of one driver and one spotter only.

7.2b: The driver and the spotter may switch places if a spotter or driver becomes injured during an Event- if an alternate spotter is not available. All changes must be approved by a Marshall and are limited to one change per event.

7.2c: Sportsman class teams may “share” team members. *Examples* - The driver from team A is permitted to spot for the driver from team B; or the spotter from team A is permitted to spot for the driver from team B.

7.2d: Pro Teams may not use a spotter that is a member of another team, driver or spotter from the same class.

7.2e: Sportsman Classes are considered the following classes: Street Stock and Legends

7.3 Reversing Direction of Travel - Two (2) penalty points are issued for reversing direction by competitors. Reversing direction is when a driver changes direction of travel, or pushes in the clutch and rolls back, etc. Reversing direction is not counted when the vehicle is nudged back by the obstacle. If he then chooses to reverse direction, he will receive the points for the direction change. Penalty points WILL be assessed for a reversal if the tires on a stuck vehicle spin in reverse, but the vehicle does not move. A backing penalty will be issued when a team uses a reverse burn. All Penalty Points will have a Negative outcome on the score. Therefore a reversal is penalized as a -2 score.

7.4 Gates -

7.4a: Each obstacle is marked with gates. The gates include the start gate, course gates (cones), and trees or bushes that are tagged with red ribbon. A Ten (-10) Point Penalty will be issued for every cone touched by any part of the vehicle including tires. This includes the base of the gate. Gates that fall over due to unstable rocks that have been touched by the vehicle will not count as a touched gate unless rocks have been stacked for that purpose. Cones blown over by wind or exhaust also do not count against the team. If spotters, winch cables, pull straps, or any portion of the team touch a gate, a gate penalty will be counted. Once a gate is touched it is considered disqualified from that obstacle for the team who touched it and will not be counted for a second contact. All Penalty Points will have a Negative outcome on the score. Therefore a gate touched is penalized as a -10 score.

7.4b: Gates are designed to lay out the course. Teams must complete each numbered gate in order. Teams may choose any path within the course boundary, excluding passing through gates that are not designated for their class. There IS a specified “course flow”. Gates must only be completed in the direction specified in the course map. It is the responsibility of the team to understand the lay out of the course and order of the gates, additionally, understanding course flow is solely the responsibility of the team.

7.4c: 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 be disqualified from proceeding throughout the course. The team does have the option of re-trying the gate. Three tires must be on or

between a set of cones during the successful attempt of each gate, not a through a combination of multiple attempts. In the case of this happening, the team will receive any points acquired while on the clock. 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".

7.4d: Event Banners and pennants may be used as course boundaries. Contact with such banners is not permitted. Once a competitor starts to touch the out of bounds area, the team will be given a warning of the infraction. The competitor then has the option of reversing or moving away from the out of bounds (a reversal will be penalized on the teams score). If the vehicle moves further out of bounds the 10 (-10) point penalty will be issued, even if the team is attempting to return to the course. Further movement out of bounds will disqualify the team on that obstacle. If a vehicle "charges" a banner, an official may penalize the team -10 points without a warning.

7.4e: A Disqualification of proceeding will be issued if 50% of a vehicle crosses a course boundary.

7.4f: A team's time starts when the tires of the vehicle or a team member breaks the plane of the start gate or enters the course. Time ends when the centerline of two tires pass the end gate.

7.4g: Once a team breaks the plane of the start gate with all 4 tires, the vehicle may not pass more than 2 tires through that gate again. Exiting the start gate with 3 or more tires will result in a disqualification.

7.5 Bonus Gates & Time Bonus -

7.5a: 20 bonus points will be awarded to competitors who choose to attempt and complete the Bonus available for that course. Bonus Gates are not Mandatory for any class. Bonuses may only be taken as they are marked on the Course Map. *When* a Bonus can be taken will also be explained on a course map, therefore if a team attempts a bonus out of order, it will be disqualified. Bonuses must be completed without Timing or Coning Out. Bonus lines may be available for all classes. Bonus points **are** awarded even if the course is not completed.

~~**7.5b:** A Time Bonus of two (2) points will be awarded for each full un-used minute within the team's 10 minute timeframe.~~

7.6: Bypassing or No Show - A team that chooses to completely bypass an obstacle or does not show up for the 3 minute call will receive Zero (0) Points.

7.7 Spotter Ride Bonus - (20 points)

7.7a: A team whose spotter remains in the team's vehicle during an entire course will receive a Twenty (20) point addition to the team's score for that course. Drivers and spotters must wear seat belts at all times when riding in the vehicle. The team can only receive the spotter ride once at each competition Day (20 points maximum addition) and must inform the obstacle Judge that the spotter is going to ride. The spotter ride bonus is only available on designated courses, one per day. Once the spotter OR driver leaves the vehicle, they do not receive the twenty (20) point addition for spotter ride. The vehicle must be completely stopped before the spotter can exit the vehicle.

7.7b: Vehicles with only one seat may use a spotter ride for twenty (20) points, but the spotter must remain behind the starting gate during the entire obstacle. If the spotter enters the obstacle, the team does not receive the twenty (20) point addition. Radio communication by the team IS ALLOWED for this attempt.

7.7c: Spotter ride tokens are only earned if a team completes the course.

7.7d: Outside assistance, receiving navigation assistance from spectators, will result in a loss of the

bonus AND a 10 point (-10) un-sportsmanlike penalty.

7.7e: Spotters must wear a DOT approved helmet in order to actually ride inside the vehicle with the driver. Other safety requirements such as seat belts and window nets are required as well.

7.8 Rear Steer - The use of rear steer in the Super Modified and Unlimited classes will not be penalized. Rear steer is not permitted in any other classes.

7.9 Tools -

7.9a: Vehicles must pass through an obstacle under the power of the vehicle and spotter. Recovery tools may be used with a thirty (-30) point tool penalty. Tools are considered any item used as a means of leverage or bridge building that is brought with the competitor and not found naturally in the area surrounding the obstacle. Rocks may not be carried in a vehicle. Torque/leverage multipliers for spotters are counted as tools. Tools used to sweep the course are included in this penalty.

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

7.9c: Spotters may use straps (15' minimum length) on the vehicle to aid in spotter leverage without endangerment and will be assessed an eight (-8) point penalty for such use. In the Unlimited class, the use of a spotter rope will be considered a six (-6) point penalty if used in conjunction with rear steer on that course.

7.10 Winching -

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

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

7.10c: A winch weight bag must be used on all steel cables used for winching.

7.11 Disqualification -

7.11a: Course disqualification may be issued for any violation including but not limited to the following:

7.11a 1. Safety issues as determined by DCRC Officials.

7.11a 2. Environmental issues as determined by DCRC Officials.

7.11a 3. No show at an obstacle. This includes not having the front axle pass the starting gate of the obstacle.

7.11a 4. Starting out of order at an obstacle.

7.11a 5. Un-sportsman like conduct (see section 5).

7.11a 6. Unsafe vehicle condition as determined by DCRC Officials.

7.11a 7. Exhibition of speed.

7.11a 8. Not leaving the course or area near a course when instructed by an Official.

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

7.11c: A team will be disqualified from the course when they hit 4 cones/gates. This action is termed “Coned Out”

7.12 Suspensions/Fines/Probation/Remedies/Sportsmanship/Penalties

7.12a: DCRC reserves the right to suspend, fine, place on probation, and institute remedies to competitors and officials.

Possible reasons for these actions include, but are not limited to; consumption of drugs or alcohol, environmental degradation, violent behavior, cheating, legal action or foul and abusive language. The suspensions, fines, probation, and remedies shall be determined by a court of three marshals and the course Officials involved.

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

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

7.13: Outside Team Help - Only the driver and the spotter are allowed to touch, navigate or direct the vehicle while on a course and the clock is running. Any team member (excluding driver/spotter) that comes into the course boundary while on the clock will result in disqualification. Any kind of outside signal or communication used to help a team on the course while the clock is running may be considered a ten (-10) point penalty.

7.14 Progression Points – Twenty (20) points earned for clearing an intermediate and finish gate with the entire vehicle. This excludes start gates. Standalone bonus gates are worth 20 points. Credits are awarded only after the pair of gates has been successfully completed and three tires have passed the pair of cones. Progression points are awarded even if the course is not completed.

7.15 Tie Breaker – Highest score earned during the Shootout. If teams are tied on shootout score, then lowest time from the shootout will be the next tie breaker. If there is a tie going into the shootout, or still a tie after the shootout, or teams didn't make the shootout, the tiebreaker will be stage 1. If teams are still tied, the score from 2 will be the next tie breaker, then 3, and then 4. If all tie breakers have been exhausted and there is still a tie, the winner will be decided by a deathmatch fight with no weapons.

7.16 Event Format – The event format will allow for 4 courses each day with a shootout the second day for Trail Buggy, Super-mod and Unlimited to determine the Class/Event Winner.

7.16a: The Shootout will host the Top 3 drivers from the competitor's respective class.

7.16b: The lowest scored qualified driver will attempt the Shootout first, with the last run being the highest scoring qualified driver.

7.16c: The format of the Shootout course and the scoring will reflect the same rules and standards of the event unless otherwise specified in the Shootout Driver's Meeting.

8. Technical Inspection -

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

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

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

9. Walking the Course - The first competitor from each class at each course that has not been attempted during a competition day has three (3) minutes to walk the course. Once a course has been attempted by each class, the course shall not be walked. Disqualification may be issued for unauthorized walking of the courses.

10. Breakdown Time – Each competitor is allowed thirty (30) 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 Coned 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 30 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 5 minutes for possible use later that day. If a team surpasses the allowed 30 minutes of breakdown time even by 1 minute, they will be disqualified for that course and receive zero (0) points for that course. It is the sole responsibility of the team to manage their breakdown time.

11. Age - Competitors under 18 years of age must have parent or guardian consent in writing to compete. Sixteen (16) years old is the *recommended* age to be scored/compete but it is up to DCRC officials to make a final ruling.

12. Late Tech - Teams who tech after 8 AM on Saturday will be assessed a 10 (-10) point penalty.

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

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