



## *World Extreme Rock Crawling Championship Series*

### **Rule Book 2009**

#### **Important notice**

Rock Crawling is an inherently dangerous sport. Each competitor assumes that risk when he or she participates in an event. The risk of serious injury or death cannot be eliminated and, in fact, will always be present at a high level. Competitors are urged to advise their spouses and next of kin, if any, of this fact. By competing, all competitors, both spotter and driver, agree to the following.

In consideration of being permitted to participate in any event sponsored, promoted, or directed by W.E.Rock, World Extreme Rock Crawling Championship Series, the competitor for himself/herself, his/her personal representatives, heirs, and next of kin, hereby releases the corporation, and their respective officers, directors, promoters, sponsors, employees, agents and volunteers ("releasees") of all liability to the competitor, whether caused by negligent act or omission of releasees or otherwise while the undersigned is for any purpose participating in such event. It is fully understood by each of the competitors that there is some inherent risk associated with this event, including damage to vehicles and injury or death to the individual.

In addition, the competitor agrees to indemnify and hold harmless the releasees from any loss, liability, damage, or cost they incur due to such participation by the competitor, whether caused by releasees' negligence or otherwise, and agrees to assume full responsibility and risk for bodily injury, death, or property damage from releasees' negligence or otherwise while the competitor is participating in this event.

**W.E.ROCK has taken several years to compile information using the input from our current Builders, outside resources, professional engineers, and W.E.ROCK Racers. These new rules are in line with the majority of race vehicles now competing in W.E.ROCK International events. It is not W.E.ROCK's intent to eliminate anyone from racing but just the opposite. It is our goal to continually uphold the highest standards of safety possible for our customers. Changes are always met with resistance; however, without them, progress will never happen. Please keep the big picture in mind--safety!**

**Each competitor acknowledges and represents the following while competing:**

- 1** - That he or she has read the foregoing release and waiver of liability and indemnity agreement.
- 2** - That he or she does at all times, while riding in a vehicle participating in an event, wear his or her respective seat and shoulder belts and helmet.
- 3** - That the owner/driver certifies that he or she has inspected this vehicle and that the same certifies it to be in proper mechanical condition for participation in rockcrawling competition.
- 4** - That the owner/driver has informed himself/herself about the event, either by prior participation or by investigation into the sport and especially W.E.Rock events.
- 5** - That the driver or any other person(s) in a vehicle participating in any W.E.Rock event, may choose to bypass any obstacle and, therefore, assumes all risk and liability, as indicated above.

#### **Please Be Aware:**

Although safety is generally everyone's concern and certainly the highest priority of W.E.Rock, the final responsibility rests on the competitors. Competitors can, at any time, choose to bypass any obstacle or area where they feel uncomfortable or unsafe driving.

# Points Scoring System

## 1.1: Course Time

Every team will have ten (10) minutes to complete each course unless otherwise specified in the event meeting. Once the time has expired, the vehicle must be removed from the course using the quickest allowable route possible. Time will start once any part of the team enters the course. Time will stop once any two tires cross the imaginary line between the finish gates. Vehicles may not straddle any finish gates to stop time. If the vehicle hits a finish gate while attempting to exit, time will be continued and the cone will be counted until two tires run in between the finish gates. This is set to clear confusion about hitting finish gates before vehicles cleared the gate.

## 1.2: Reversal

One point is issued for a purposeful reversal to the competitor. A purposeful reversal or back up is considered when a driver puts the vehicle in reverse and backs or pushes in the clutch and rolls back, etc. A back is not counted when the obstacle pushes the vehicle back, unless an advantage is gained during the process. A reverse in an attempt to save a rollover is considered an infraction and will receive backing points. A backing penalty is also counted if a team uses a "reverse burn".

If a team starts the course in reverse, they will immediately receive one (1) point for backing and everything will be judged as normal. If the team completes the course in reverse (never making a change in direction), the point for reverse will be removed from the score.

## 1.3: Gates

Each obstacle is marked with cones, and other "hazards" like marked bushes and trees, ribbon, banners, flagging, flags, etc. Ten (10) penalty points will be issued for every cone or hazard touched. If the spotter, winch cable, pull strap, vehicle contents, etc. touch any cone or hazard, it will count the same as if the vehicle had touched it. A cone does not have to fall to be counted; it only needs to be touched at any point, including its base. Cones that fall due to exhaust, wind, and unstable rocks will not count as a touched gate unless a vehicle's tire or axle crosses the original "intended" location of that cone. Once a cone is touched it is considered disqualified from that obstacle for the team who touched it and may not be counted for a second contact, though its original "intended" location remains for consideration of an "Out of Bounds" penalty.

Rock stacking to allow a "bridge" over a cone will not be allowed. This includes building high points on each side of the cone with the intent to put the cone in a valley. While attempting to clear a gate, a vehicle may not "float" a tire or axle over a cone. Any tire not touching the ground, or axle, crossing the vertical plane of the "intended" location of a cone, even without touching the cone, will be penalized the same as if the cone had been touched.

Gates are designed to lie out the course; however, a competitor may exit a gate and return through the same gate without points or obstacle disqualification in areas designated and advised by the official. Competitors must stay within the roped-off areas that define the course. Materials used to define a course may not be driven over, driven under, or be touched by the vehicle. Exceptions to this must be approved with the judge prior to starting the obstacle. This is to ensure that the area is cleared of spectators and people so that safe passage may be made. The judge has the right to disallow any diversion off course.

All gates must be taken in the order intended by the designer. To ease navigation, all intermediate gates will be marked, in order, from start to finish.

The course is designed to be driven between the cones. If, while attempting a gate, the vehicle is so far off-line that at least three tires do not place/travel on or between the set of cones or gate, they will be declared "out of bounds" and will receive 40 points for that obstacle. The team does have the option of re-trying the gate. In the case of this happening, the team will receive *all* points acquired while on the clock up to the 40 maximum points allowed. Any vehicle bypassing a gate entirely, intentionally or not will also be declared "out of bounds".

## 1.4: Bonus Gates

In an effort to reward those who wish to attempt higher difficulty lines, Bonus Gates may be

included throughout the course. Bonus gates are optional and will be marked or colored differently than a standard gate (Green). Green bonus gates are worth a -10 bonus points plus a progression point and are counted after the rearmost portion of the vehicle clears the imaginary line defining that gate. If bonus gates are hit, they count as any other gate, but bonus credit is still earned if the gate is then cleared. **Bonus gate credit will NOT be earned if the entire course is not completed.** A team that attempts and fails a bonus gate may choose to return to the original departure point of the normal course to attempt to complete the course within the remaining time. All points accrued during the bonus attempt and return to the normal course will be counted. **\*\*Additionally, there "MAY" be areas of the bonus gate where no backing points will be issued. These areas will be called "Strategy Zones" and they will be discussed at the Event Meeting. These points are not taken off a team's score until they complete the obstacle, so they are not related to "pointing out".\*\***

### **1.5: Pointed Out/Timed Out**

The maximum allowed points for a course are 40. Points accrue and if the total reaches 40, the team is "pointed out". The team receives 40 points on their score sheet and moves to the next obstacle using the quickest allowable route possible. If the time allowed on an obstacle runs out, the team is "timed out" and moves to the next obstacle as listed above. Any "progress" or "bonus" points earned are NOT counted against the penalty points accrued while the clock is running. They are kept separate and added after the course is completed, timed out, or pointed out.

### **1.6: Progress Points**

To reward teams for progress through a course, "progression points" are given for each intermediate gate completed. A -1 progress point is credited for each intermediate gate completed, and is counted after the rearmost portion of the vehicle clears the imaginary line defining that gate. If an intermediate gate is hit, it counts as any other gate, but progress points are still earned if the gate is then cleared. The Start and Finish gates will not be credited as progress gates.

**Progression points will be credited once cleared and are the only credit points retained if the course is not completed.** Progress points will be given for every set of gates cleared, including Bonus Gates. These points are not taken off a team's score until they are done with the obstacle, so they are not related to "pointing out".

### **1.7: Rear Steer**

To ensure consistency and exactness of scoring, rear steer penalties will be issued only one time per obstacle. Rear steering will be assessed five (5) points per obstacle once it is used on the obstacle. Rear steering can only be used by the Unlimited Class vehicles.

### **1.8: Rock Stacking**

Any rock, log, or other item found naturally in the course vicinity may be used to help a team's progress through a course. A team may go outside their current course's boundary to locate rocks and wood, but they may not take any from a different course. To ensure fairness, teams are not allowed to "pre-set" rocks and wood and will be called for sportsmanship and a penalty of 10 points if they are found to be moving anything prior to the start of their time. It is acceptable to "look" for these items, just do not move them unless you are on the clock. Any "outside" help in rock stacking will also be questioned for sportsmanship.

One of the largest risks to spotters is stacking rocks near a moving vehicle. To promote safety, no rocks or wood are allowed to be stacked within 3 feet of a moving tire. If this rule is violated, a penalty of 10 points will be assessed for each occurrence. A common practice of having a spotter stand on a rock during a "burn" to keep the rock in place is also very risky; therefore, this too will carry a penalty of 10 points.

When a team has completed a course, they will be given an optional 3 minutes to "unstack" the course. They may only move rocks that they stacked during their attempt on the course. Any rocks moved must be returned as close as possible to their original location. Any team seen

intentionally moving rocks to a more difficult location than their original placement, or destroying/breaking rocks or logs, will be penalized 10 points for unsportsmanlike activity. Furthermore, if a team rolls a rock downhill and cannot move it back uphill, they must leave that rock in place. Rolling it further downhill will bring sportsmanship into question.

### **1.9: Spotter Manipulation**

The spotter may not touch the vehicle in an effort to aid movement.

The vehicle must be completely stopped (including tire movement) prior to spotters touching the vehicle or reaching into the passenger compartment.

Teams may attempt to right a vehicle in the event of a tip-over. Vehicles must be in park or gear with emergency brake set, prior to righting. The driver and spotter may try to upright a vehicle without pointing out but outside assistance will result in a point out.

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

Spotters may not touch the vehicle to aid movement unless the vehicle is in park with the emergency brake set and the engine is turned off. A 10 point penalty will be assessed without any warnings.

### **1.10: Spotter Strap**

If a team uses the spotter strap, an 8 point penalty is assessed. Straps used by the spotter must be long enough so that the spotter is never closer than 15 feet from the vehicle in any direction, and 20 feet from the front of the vehicle. The spotter rope must be marked at 15 feet with either of the following: a knot, several layers of duct tape or paint in a different color as the rope.

Violations of this safe distance carry a penalty of 10 points after a warning is given.

Spotter Ropes must be approved at Tech. If the Rope is not approved, rope will be available for teams to buy. Non-Approved Rope: Rope with cuts and abrasions of over 25% of the rope width deep.

### **1.11: Tools**

Vehicles must pass through an obstacle under the power of the vehicle and spotter. Therefore, tools may not be used. Tools are considered as any item used as a means of leverage or bridge building that is brought with the competitor and not found naturally in the area surrounding the obstacle.

Tools, when used for repair of the vehicle, are not subject to a penalty and must be carried inside the vehicle. Tool Boxes and other supplies for repair must be securely fastened to the vehicle and must contain some sort of positive locking mechanism. Vehicles with tools must enter through Tech with the tools in the vehicle so safety inspectors may check for proper standards. Teams May only use tools that came in with the vehicle or carried in by the spotter. Rocks may not be carried in a vehicle.

Leverage: Leverage points on a vehicle are approved if they are a permanent part of the vehicle.

Example: A welded on push-bar would be allowed. A quick-detach push-bar that can be added and removed throughout the event would not.

### **1.12: Winches**

Winching is assessed a thirty point (30) point penalty if used, per course. Winching is considered when a team hooks a winch 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. As an example only, a cable that is off of the ground but sagging has tension on it. However, W.E.Rock recognizes that all pulls are not straight and therefore does not consider that a cable must be off the ground to be counted as taught. Each team may winch as many times as needed to complete the obstacle under the original winching penalty of 30 points as long as the winch point does not change or the rope/cable is not removed and then hooked back on.

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

called a safety cable.

While winching, a winch-line weight bag must be used on any steel cable; teams must provide their own weight bags.

### **1.13: Breakdown Time**

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

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

To start breakdown time, the team's scorecard must be signed by the judge of the course where that team is about to miss their start. The judge will mark the competitor's scorecard with the time of day and sign it. Once breakdown time has begun, a team has only 45 minutes to complete the repairs and return to the SAME course judge to sign back in. The Judge will then mark down the time, sign it, and mark down the number of the vehicle the competitor is following. If it only takes 25 minutes to do the repairs and you have signed in and out properly, you will retain an additional 20 minutes for possible use later that day. If a team surpasses the allowed 45 minutes of breakdown time even by 1 minute, they will be disqualified for that day and receive forty (50) points for each remaining obstacle.

Teams who move to an obstacle out of order and without a judges signature will be disqualified for that day and receive forty (50) points for each remaining obstacle. If a team breaks down and is last in their flight or has nobody behind them, the team then has 45 minutes or however much time is left of their break down time to complete the repair and line up for the next course.

### **1.14: Fluid Control**

Teams must adhere to all fluid related rules. Excessive loss (Meaning more than a few drops) of environmentally damaging fluids or fluids in general will result in a penalty of 10 points or are subject to vehicle disqualification after an initial warning. This includes water in tires. In the case of this happening, call a marshal for review and clarification.

### **1.15: Outside Assistance**

Any spectator or team member in the course area assisting or assisting by electronic devices to the spotter or driver while the team is on the course could cause the competing team to be penalized or disqualified from that course as well as possibly causing their own expulsion from the event. In Addition: No Team may use any tools placed near, inside or outside the course regardless of who places the tools. See W.E.ROCK's New TOOL rule. Determination and investigation of this call will be made by the Marshall. Determination factors will include but are not limited to: Whether the person or persons are with the team in question, whether the person or persons are affiliated with another team, or whether the person or persons are spectators only and have no affiliation.

Sportsmanship is the responsibility of everyone so be sure to warn your friends and teammates of the image they portray. This activity is called cheating and makes everyone look bad.

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

### **1.16: Out Of Bounds**

Each course has an out of bounds line determined by stinger banner and pylons that help delineate the call for out of bounds infractions. Due the competitive nature of rock crawling and

the materials used for delineation, a process will be used to determine the out of bounds infraction. The process follows as:

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

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

If the competitor moves further towards out of bounds, the team will receive disqualification.

If the vehicle makes a sudden movement into the out of bounds area, the team will receive no warning and receive a 10 pt penalty. If the vehicle moves suddenly out of bounds, a disqualification will be issued if 50% of the vehicle is located out of bounds.

### **1.17: Fire Suits**

All fire suits must have a safety rating. Lowest safety rating available is permitted for driver fire suits. Fire suits may be 1 or 2 piece suits.

**1.17.1:** Every Driver must wear a fire suit while on course time.

**1.17.2:** If a team starts on course time while the driver does not have a fire suit on and secure, a 10 pt. penalty will be added to the team's score for each course the driver does not adhere to the rules.

### **1.18: Seat Belts**

Pro Modified and Unlimited classes are required to have a 5-point/belt system. Belt tightness is to be determined by the driver at his/her own discretion as the driver assumes all risks involved with belt tightness.

**1.18.1:** Every driver must wear and lock all available belts in their safety belt system (arms through shoulder harnesses and legs through lap harnesses).

**1.18.2:** A penalty of 100 pts will be assessed if the driver is in the vehicle and starts movement on course and course time without the required safety belts system locked.

### **1.19: Window Nets**

All teams are required to have window nets installed properly and in use while on course time. See Class rules for proper installation and the amount of nets needed for each vehicle. If a team starts a course with their Window Net not properly in use, a warning will first be given. After the initial warning, a 10pt penalty will be given per course and added on while course time is running so that it will be related to a point out.

## **Miscellaneous Rules**

### **2.1: Changing Vehicles**

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

### **2.2: Drivers**

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

### **2.3: Driver Order**

The order of competitors is based on a random-draw system for the first day of competition. The second day order of competition is reversed from the first day. Any competitor who chooses to tech late will be placed at the beginning of a flight/group for both days. Teams may be moved to other obstacles in the event of a bottleneck. Special terms may be allowed (Example: Walking the obstacle), if a team is moved out of order to a different obstacle number.

## **2.4: Event Meeting (Driver's Meeting)**

All competitors *should* attend the Event Meeting. This will be at the tech/check-in site following the close of tech. Specific information is given at these meetings, as is posting of running order and staging assignments. Failure to attend is not an excuse for infractions or not knowing information given at the Event Meeting.

## **2.5: Late Registration**

Teams, who fail to make tech/check-in during the normal hours, may tech and check-in late, but will be charged a late fee of \$30.00 without prior registration and approval. Any team not making tech during the normal hours will run at the beginning of a flight/group on both days.

## **Tech and Registration Rules:**

**2.5.1:** Tech and Reg. will begin on the Friday before the event at 11 am and ends at 8 pm on the 1st event of the season. Registration will start at 3 pm.

**2.5.2:** Late Vehicle Tech will start the Saturday morning of the event at 7 am and ends at 8:30 am, teams must be registered no later than 8 pm on the Friday night before the event.

**2.5.3:** All vehicles must attend 1st Tech and Registration of the 2008 season. The Team's 1st Tech will consist of a full and complete vehicle tech for safety and class rules.

**2.5.4:** Any teams found with illegal vehicle standards must be completely legal by the team's 2nd event of their season. If they are found to not be legal by their second event, by Class Infractions (Non-Safety), the team will move up in class until legal. Safety Infractions will not be permitted at the team's 2nd event and the team will not be able to compete.

**2.5.5:** Modified Stock and Pro Modified Vehicles must appear before 6 pm. Any vehicles from these classes that do not show up during this time will receive a \$20 late fee.

**2.5.6:** Teams that compete at their 1st event of the season and do not show up on the day of tech must attend late tech.

**2.5.7:** A Saturday Morning Late Tech fee of \$60 will be charged to teams unable to attend regular tech.

**2.5.8:** Teams may not complete registration until their tech sheet as been received by W.E.ROCK Officials. Tech Officials will provide a copy of the infringed rules so that teams are aware of their status.

## **2.6: Spotters**

Spotters may not touch the vehicles in an effort to manipulate the position of the vehicle and will be penalized 10 points without warning. Spotters may pull on straps (spotter straps) with the understanding that there is a penalty for doing so.

## **2.7: Spotter Straps**

Straps and Carabineers used by spotters for pulling must be approved by W.E.Rock. Straps with "hand-loops" are not approved if they could possibly "trap" the hand when taught. W.E.Rock recommends as a minimum standard for all ropes used as spotter rope to be 3/8" Kernantle Rope (Core-sheath, static line). All straps used by a spotter must be long enough so that the spotter is never closer than 15 feet from the vehicle in any direction, and 20 feet from the front of the vehicle. A 15-foot rope that is pulled at an angle would place the spotter closer than 15 feet from the vehicle and is illegal. Spotters pulling from a distance less than 15 feet will result in a 10-point penalty.

Spotters may not wrap the strap around any part of their body. W.E.Rock requires attachment devices (ie. carabineers) to be made from magnetic steel or aluminum and have a tinsel strength of 22 kn or 4796 lbs (1 Kilo-newton {kn}=218 lbs).

Carabineers may not be directly attached to the vehicle at any time, (This prevents carabineers from being side loaded and could cause breakage). Leader ropes or built in leaders on the strap must be used.

## **2.8: Sportsmanship**

During all W.E.Rock events, proper sportsmanship is required. If a competitor or team member (including backup help) promotes un-sportsman like conduct, is rude or abrasive to officials or local authorities, other teams or spectators, destroys property, or displays drunken or disrespectful behavior, they and/or the entire team may be disqualified from the current event and/or future events. The W.E.Rock goal is to promote a respectable sport and promote sponsoring companies in a professional light. Therefore un-sportsman like conduct will not be tolerated.

## **2.9: Protests of Judge's Ruling-**

W.E.Rock Judges have the final say in all cases save for a misunderstanding of a rule. W.E.Rock recognizes that there will be, from time to time, errors in a Judge's call. W.E.Rock Marshals can overturn a Judge's decision in cases of misunderstanding of rules or in extraordinary cases. This is true whether the points are given to a team or taken away. A Marshal **Will Not** over-turn a Judge's "judgment call." ie. A call on a cone, out of bounds, reverse, bushes, etc. If a call comes into question during a team's attempt on a course, the competing team should call a time-out immediately. The course Judge will stop the time and the problem will be addressed through the Judge or Marshal. One team protesting another team does NOT stop the clock. The protesting team must wait for the completion of the obstacle before issuing protest. One team may NOT protest another on "judgment calls", as described above, unless there is a **clear misunderstanding** of the rules.

If the protest cannot be handled "on course" to everyone's satisfaction, a formal protest may be issued in writing within 30 minutes of the completion of the day's competition. If a team is considering issuing a protest, please give the courtesy of notifying a W.E.Rock Marshal as soon as possible, so scoring officials can be made aware of potential changes. All formal protests must be submitted to a W.E.Rock Marshal and a meeting of all W.E.Rock Marshals still present will be held to determine the outcome. Their decision is final.

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

## **2.10: Protests for Vehicle-**

Only competitors may challenge a vehicle as to its compliance with the rules. In doing so, the challenge must be made no earlier than 6:00 AM on the sign-in day and no later than 12:00 PM of the final day of competition for the specific event. This must be done in writing and given to a W.E.Rock Marshal. W.E.Rock will then review the vehicle in question. Any costs for such a review (mechanics' costs, etc.) are the responsibility of the competitor making the challenge.

W.E.Rock, having reviewed the vehicle and finding an infraction, will take appropriate action up to and including making the challenged team correct the problem, assign points against the vehicle's team (From 1 to 40), or disqualify the vehicle and/or the team from the obstacle(s) or the entire event. At W.E.Rock events, only items that would be considered a competitive advantage or gross safety violation will be considered for disqualification.

If W.E.Rock reviews the vehicle and finds all in order pertaining to the challenge, the challenging team will be assessed 30 penalty points.

## **Safety**

The Judge has the right but not the responsibility to advise spotters and drivers of unsafe acts. Further, any act deemed unsafe by a judge is to immediately be discontinued. Failure to comply can result in an immediate point out and the team will be asked to move to the next obstacle. Safety requirements include, but are not limited to:

### **3.1: Seat Belts**

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

### **3.2: Winch cable**

W.E.Rock approved winch cable/weight bag must be used prior to tensioning any steel cable. W.E.Rock **Highly Recommends** that Competitors use Winch Rope.

### **3.3: Fluid Control**

Teams must adhere to all fluid related rules. Excessive loss of environmentally damaging fluids will result in a 10 point penalty assessment or are subject to vehicle disqualification. This includes water in tires. Once a tire has torn, the vehicle must completely stop and a spare tire must replace the torn tire. This is to prevent any lead or steel shot to be displaced throughout the air. Judges must call a Marshall to clarify the call when made.

### **3.4: Loose Articles**

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

### **3.5: Fire Extinguisher**

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

### **3.6: Helmets**

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

### **3.7: Medical Conditions**

Teams must advise a W.E.Rock marshal of any medical conditions that they may have that would affect their ability to perform or become a concern during competition. (Seizures, diabetes etc...)

### **3.8: Handles**

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

### **3.9: 1st Aid**

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

### **3.10: Injury Report**

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

### **3.11: Drugs/Alcohol**

Drugs and alcohol will not be permitted in any degree during competition. Competitors who are found to be consuming or are under the influence of drugs or alcohol during competition will be disqualified from the event they are participating in. All series points will be forfeited for the specific event. Further, disqualification for the remainder of the year is possible.

### **3.12: Emergencies**

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

### 3.13: Fire Suits

Every Driver must wear a fire suit while on course time. If a team starts on course time while the driver does not have a fire suit on and secure, a 10 pt. penalty will be added to the team's score for each course the driver does not adhere to the rules. All fire suits must have a safety rating. Lowest safety rating available is permitted for driver fire suits. Fire suits may be 1 or two piece suits.

### W.E.ROCK Purse

Purse will consist of 100% of paid entry fees (minus cost of trophies and competitor shirts). Purse payouts will be to the top 5 competitors in a class, as long as there are more than 17 competitors in a class. If there are less than 17 competitors in a class, W.E.ROCK will payout 1 spot for every 4 entered.

Example:

1 – 4..... 1 paid

5 – 8 ..... 2 paid

9 – 12 ... 3 paid

13 – 16 .. 4 paid

17 – Up .. 5 paid

Purses will be paid out based on the following percentages:

Position Percentage Of Purse

#### Number of comp/class

#### Payout

1 – 4

1 paid = 1<sup>st</sup>:100%

5 – 8

2 paid = 1<sup>st</sup>:70%, 2<sup>nd</sup>:30%

9 – 12

3 paid = 1<sup>st</sup>:62%, 2<sup>nd</sup>:30%, 3<sup>rd</sup>:8%

13 – 16

4 paid = 1<sup>st</sup>:56%, 2<sup>nd</sup>:28%, 3<sup>rd</sup>:10%, 4<sup>th</sup>:6%

17 – Up

5 paid = 1<sup>st</sup>:55%, 2<sup>nd</sup>:24.5%, 3<sup>rd</sup>:10%, 4<sup>th</sup>:7%, 5<sup>th</sup>:3.5%

### Series Purse

100% of Series Fees collected will be awarded under the same guidelines as a regular season event.

### Series Points

Competitors may sign up for season points in one of four ways.

1. Sign up as a "Vehicle" and the series points follow that vehicle regardless of the spotter and driver. The vehicle must stay the same through the entire season and W.E.ROCK must approve any changes.

2. Sign up as a "Spotter" and the series points follow that spotter regardless of the driver or vehicle. The driver and spotter may not switch places and earn points.

3. Sign up as a "Driver" and the series points follow that driver regardless of the spotter or vehicle. The driver and spotter may not switch places and earn points.

4. Sign up as a "Team" and the series points will follow the team that participated on the first obstacle of the season. At each event, at least two of the three "original" elements must be in place. The two team-members must be the original if the vehicle changes. If one of the team-members changes, the other team-member and the vehicle must be the original. The two team-members are allowed to change from driver to spotter, and vice-versa, between obstacles. They may not change while on an obstacle.

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

The event placing will earn series points and will be assigned as follows:

1st place – 100 points

2nd place – 99 points

3rd place – 98 points

4th place – 97 points

5th place and below - all placing will drop by 1 point per position.

At the end of the season, the total series points will be added to determine the series placing.

### **Tie Breaker – for events**

If, at the end of a competition, two or more of the top 6 competitors have the same “event point total”, a tiebreaker will be used to determine finishing position. Obstacle A1 will be declared as a tiebreaker and the best score from that obstacle (including progress and bonus points) will determine the higher finisher. If a tie is declared on that obstacle, then the next obstacle in succession (A2) will be used, and so on, until the tie is broken. If inclement weather puts one competitor at a disadvantage, then they must be aware that “luck of the draw” sometimes does play a role. If all “tied” competitors did not have an opportunity to run the chosen obstacle, the next obstacle that all parties had the opportunity to run would be the tie breaker.

### **Tie Breaker – for series**

If, after the last event in a series, two or more of the top 10 competitors have the same “series point total”, a tiebreaker will be used to determine finishing position. The competitor with the most first place finishes will be the first tie-breaker. The second tie-breaker will be the finisher with the highest placing in the final event.