

GROUNDHOG ROCK CRAWL COMPETITION 2010

RULES

Sponsored by Deschutes County 4-Wheelers

Event entry fee for all classes is \$50 if received by the Chairman by June 1, 2010. Registration after June 1, 2010 is \$60. *Valid Oregon ATV sticker and valid driver's license are required for all vehicles and operators. NO exceptions.* Event waivers must be read and signed at check-in. This competition is intended to be an amateur event to expand the sport. Families are welcome.

Please Note:

Rock crawling is a 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. All competitors are required to read and sign a release and waiver of liability and indemnity agreement. **All competitors must agree to wear his or her seatbelts and shoulder harness at all times. Helmets must be worn by all competitors.** Competitors are required to inspect their vehicle to ensure proper mechanical and safety condition for participation in a competition. Competitors are required to inform themselves of the sport and its risks. Competitors can, at any time, choose to bypass an obstacle. Safety is a concern for all and the final responsibility is that of the competitors. In the event of a rollover, vehicle must return to Tech Inspection and meet all required elements.

SAFETY REQUIREMENTS – ALL CLASSES

A judge or marshal 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 course.

Teams must advise a Groundhog Marshal of any medical condition that may affect their ability. During an event, a team member may be replaced due to an emergency. The vehicle must remain the same.

Seat belts and shoulder harness must be worn at all times while driving or riding in a vehicle during an event. Seatbelts must also be mounted in the same manner as your seats for your specific class.

Tools and other items in the competing vehicle must be securely fastened to prevent injury.

Helmets are required for all competitors. Drivers head protection must be DOT/Snell approved. Spotter must wear head protection made with a hard shell material.

Handles must be mounted so that in the event of a rollover, the hand is safe.

Spotters may not touch the vehicle while the vehicle is on a course.

First aid kits are required for each vehicle.

Oil spill kit is required in all vehicles. Oil spill pads may be purchased at registration.

Fuel system includes all components and connections used to store, deliver and mix fuel and air on the vehicle. This includes the type of fuel used. Non vented gas caps are permitted. Unleaded, leaded, propane and diesel fuels are permitted. Nitro methane or alcohol based fuels are not allowed. Nitrous Oxide is allowed. Non-OEM fuel systems must be sealed with a rollover valve installed in the fuel vent line. Fuel lines must be free of leaks or cracks in hoses. Throttle assemblies must be in good order and work smoothly. Hand throttles are approved. Propane systems must have an electric energized to open solenoid near the fuel tank for fire safety. Propane tanks must be properly protected to prevent puncture.

Fire Extinguisher must be mounted within reach of the driver. A second fire extinguisher accessible by the spotter is suggested.

Radiator shall have an overflow bottle.

Winch in working order is required on all vehicles at all times while competing. Rope or cable must be in acceptable and safe condition. Winch must be mounted securely to frame. Winch bag/weight must be used during all winching unless synthetic line is used.

Full roll cage is required. The cage is the safety bars surrounding the driver. Cage must be designed to protect the occupant in the event of a rollover. Six-point mounting cages covering the driver are required. Connection positions of the roll cage must tie into the frame of the vehicle. Body mounts are considered a tie point. *There are exceptions to unibodies.* If doors are not ran, a bar running from the "B" pillar, at approximately shoulder height to the "A" pillar, at approximately shin height, must be run.

Brake guidelines include mechanically operated brakes. Hydraulic assisted brakes are approved. The brake pedal on the floor must operate all brakes at all times. Secondary brakes may be used to operate individual brakes on the vehicle. Brakes must be in good working condition.

Rollover - in the event of a rollover, vehicle must return to Tech Inspection and meet all required elements.

Drugs and alcohol are NOT permitted in any degree from anyone during the competition. A competitor found to be consuming or under the influence of alcohol or drugs will be disqualified from the event.

COMPETITION CLASSES

CLASS-SPECIFIC VEHICLE REQUIREMENTS AND LIMITATIONS

Modified Stock Class

Axles must be mechanically geared. IFS or solid axles are allowed. Axles must be located in such a way the only change to wheelbase is due to reactive forces. No manual or mechanical change of axle wheelbase is allowed. Axles may use some form of 100% locking device. No portal axles or gear boxes after the axles are allowed. All axles must be automotive based. Winches may be used to control axle movement but not individual tires. Maximum width is 80 inches from outside of tire to outside of tire.

Frame and body and firewall must be of O.E.M style.

Suspension can be either IFS or solid axle. IFS to solid axle conversions are allowed. Front suspension can be either OEM leaf spring or OEM coil type suspension. **Allowed:** Long arm bars, spring over axle, expanding-type shackles, shackle reversal approved for leaf springs, coil over shocks, double shackles, quarter elliptical springs, buggy springs, fox shocks, air bags and coil springs.

Steering must be mechanical. Hydraulic assisted stock steering is approved. O.E.M or stock replacement steering is allowed. Full hydraulic steering is not allowed. Rear steer is not allowed in this class. Axle steer is not allowed in this class.

Electrical components must be in a condition and position that is safe. Lights must meet state and local laws. Batteries must be in good shape with adequate mounting to keep the battery in place in the event of a roll.

Tires must be automotive based tires. All factory built tires from any manufacturer are allowed. The tire size limit is 35" as advertised on the sidewall. Vehicles must have no less or more than four (4) independent tires.

Seating must be mounted to the tub using the factory mounting points or to the roll cage. There must be a minimum of two (2) equal sized seats that sit side by side.

Modified Class

Axles must be mechanically geared. IFS or solid axles are allowed. Axles must be located in such a way the only change to wheelbase is due to reactive forces. No manual or mechanical change of axle wheelbase is allowed. Axles must use some form of 100% locking device. All axles must remain automotive based. Winches may be used to control axle movement but not individual tires. Maximum width is 80 inches from outside of tire to outside of tire.

Frames can be OEM, aftermarket or custom built. Frames must be 2" x 4" or larger rectangular tubing. Frame rails must be vertically mounted 4" tall x 2" wide. Rectangular boxed or semi-boxed frames are approved. Frame rails cannot be any shorter than the centerline of the rear axle. Frame rails must be consistent in height from side to side. The bottom of the frame may not be any higher than the top of the tires between the tires. (meaning: at the center of the vehicle.)

Body and Firewall must be complete and of stock origin. Grill must have the appearance of stock. Hoods must cover the entire engine compartment and follow factory form. Hood scoops and breather holes are acceptable. All body panels must look like an O.E.M. body panel of proclaimed vehicle. Vehicles must have some kind of front fenders. Vehicles that are tubed and/or cut in the rear must have body panel coverage that resembles O.E.M. Tailgates can be removed.

Suspension upgrades of any type are approved. Manual suspension controls are not approved.

Steering can be mechanical. Hydraulic assisted stock steering is approved. Full hydraulic steering is allowed. Rear steer is not allowed in this class. Axle steer is not allowed in this class.

Electrical components must be in a condition and position that is safe. Batteries must be in good shape with adequate mounting to keep the battery in place in the event of a roll.

Tires must be automotive based tires. All factory built tires from any manufacturer are allowed. The tire size limit is 37" as advertised on the sidewall. Vehicles must have no less or more than four (4) independent tires.

Seating must be mounted to the roll cage or stock tub mounts. There must be a minimum of two (2) equal sized seats that sit side by side that sit in the same horizontal plane.

Super Modified Class

Axles of all widths are allowed up to 80 inches from outside of tire to outside of tire. Live, solid, and independent axles are allowed. Manual wheelbase changes are allowed, but not during a course run. Differentials must have some form of 100% locking abilities. Winches may be used to control axle movement but not individual tires.

Frame may consist of tubing, boxed or semi boxed mainframe material and must be made of magnetic steel. Hood must cover the top of the engine completely. Hood scoops and breather holes are acceptable. Fenders are not required. Firewalls are required for fire safety. Firewall must cause the engine compartment to be separated from all occupants. The engine must not be visible from the driver's seat. Body panels are highly recommended, but not required.

Suspension upgrades of any type are approved. Manual suspension controls are approved in this class.

Steering of these types is permitted: Full hydraulic, rear steer and brake steering. Axle steering is permitted.

Electrical components must be in a condition and position that is safe. Batteries must be in good shape with adequate mounting to keep the battery in place in the event of a roll.

Tires must be automotive based tires. All factory built tires from any manufacturer are allowed. The tire size limit is 40" as advertised on the sidewall. Vehicles must have no less or more than four (4) independent tires.

Seating must be mounted to the roll cage or stock tub location. Mounting to the body is not permitted. Single seat configurations are acceptable.

Unlimited Class

Axles of all widths are allowed. Live, solid, independent, and portal axles are allowed. Manual wheelbase changes are allowed, but not during a course run. Differentials must have some form of 100% locking abilities. Winches may be used to control axle movement but not individual tires.

Frame may consist of tubing, boxed or semi boxed mainframe material and must be made of magnetic steel. Hood must cover the top of the engine completely. Hood scoops and breather holes are acceptable. Fenders are not required. Firewalls are required for fire safety. Firewall must cause the engine compartment to be separated from all occupants. The engine must not be visible from the driver's seat. Body panels are highly recommended, but not required.

Suspension upgrades of any type are approved. Manual suspension controls are approved in this class.

Steering of these types is permitted: Full hydraulic, rear steer and brake steering. Axle steering is permitted.

Electrical components must be in a condition and position that is safe. Batteries must be in good shape with adequate mounting to keep the battery in place in the event of a roll.

Tires must be automotive based tires. All factory built tires from any manufacturer are allowed. No size limit. Vehicles must have no less or more than four (4) independent tires.

Seating must be mounted to the roll cage or stock tub location. Mounting to the body is not permitted. Single seat configurations are acceptable.

COURSE RULES

The event is divided into courses. There will be a minimum of 2 judges per course. Cones will be set up as gates and boundaries. Caution tape and banners may also serve as boundaries throughout the courses. Drivers can and should have one spotter. Driver and spotter may switch places for each course. The original team of two must remain consistent for all courses. All teams must complete each course with the one vehicle they began with.

Rock Stacking

Rock stacking is allowed, however you are only allowed to unstack approximately what you stack. Any rock, log or other item found naturally in the course vicinity may be used to help a team's progress through a course. Teams are not allowed to preset rocks. If found presetting rocks, a sportsmanship penalty of 10 points will be assessed to the team. Stacking will not be allowed within 2 feet of a moving tire. After one verbal warning, a team will be assessed 10 points for each occurrence. Each team (driver and spotter) will have 3 minutes after completing a course to return to the course to unstack rocks.

Pointing Out/ Timing Out

The maximum allowed points for a course will be determined at Driver's meeting for all classes. If a team's points total for a course reaches the maximum allowed, the team receives the maximum points for that course and leaves the course using the quickest allowable route possible. There will be a maximum time per course for all classes. If a team reaches maximum time before they reach maximum points, the team will receive maximum points for that course.

Bypassing a Run or No Show: 50 points

A team who chooses to completely bypass a course and does not show up for the 3 minute call will receive 50 points for that course.

3 Minute Call and Prep Time

A Team will be given 3 minutes to report to a course and then a 2 minute prep time for a total of 5 minutes to begin their run through a course. If a team is not ready after 5 minutes, the next team to run the course will be called. The team who missed their run on the course will be allowed to run the course after the next team finishes. The team will receive a 5 point penalty for missing their turn.

Backing: 1 point

One point is issued for a purposeful reversal by a competitor. A purposeful backup is considered when a driver puts the vehicle in reverse and backs, pushes in the clutch and rolls back, etc. A backup is not counted when the vehicle is nudged back by the obstacle, unless an advantage is gained during the process (reversing and turning the wheel to gain a better line). A reverse in an attempt to save a rollover is considered a backup and will receive backing points. A backing penalty is also counted if a team uses a "reverse dig".

Breakdown time

There is no breakdown time. If a team breaks on a course, they have the remaining time on that course to get fixed and finish the course.

Outside assistance

Team members consist of the driver and spotter; therefore only the driver and spotter can communicate through electronic communication devices while on the course. All open verbal communication from other people outside of the course is allowed. If a vehicle breaks and requires outside assistance to be removed from a course, the vehicle will be given the maximum points for that course.

Unsportsmanlike Conduct: 30 points

Mistreatment of marshals, judges, other teams, spectators and volunteers by a competing team, comes with a 30 point penalty for the first occurrence. Another occurrence means disqualification from the event. No refunds will be granted. Groundhog Judges and Marshals have the final say in all cases. It is understood that there will be errors in a judges' call from time to time. Groundhog Marshals can overturn a judge's decision in cases of misunderstanding of the rules. If a call comes into question during a teams' 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 head judge of that stage. If there is still a disagreement or question, a marshal will be consulted. All questions will be brought to the head judge of the course first and then if necessary to a marshal. A competitor is not allowed to address an event calling question to the event scorekeeper or other event volunteers. Doing so can bring a 30 point sportsman penalty to a team. All judgment calls and questions must be addressed before the score sheet is signed. Mathematical errors due to judge/scorekeeper error may be corrected after signatures. In this case, the team involved will be notified.

Gates: 10 points

Each obstacle is marked with gates (flags, cones or other object specified). The gates include the start gates, course gates, flags and/or cones and the ending gates. Ten (10) points will be issued for every gate touched. Once a gate is counted for penalty points, 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. The other gate/flag/cone associated with the penalized gate is still considered live. Rock stacking to allow a "bridge" over a gate will not be allowed. This includes building high points on each side of the gate with the intent to put the gate in a valley. While attempting to clear a gate, a vehicle may not "float" a tire or axle over a gate. Any tire or axle crossing the vertical plane of the "intended" location of a gate, even without touching it, will be penalized the same as if it had touched the gate. A "pivot gate" remains a live gate after being touched and will give teams 10 points per touch. These specific gates will be pointed out during course walk-through. Gates are designed to lay 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 an official. The vehicle must re-enter the gate with the vehicle in the same position as when it left. (i.e.: If a vehicle drives forward off of the course it must back-up to re-enter the course. It is the responsibility of the competing team to ask a judge prior to any attempt to leave a laid out course. This is to ensure that the area is cleared of spectators so that a safe passage can be made. A judge has the right to disallow any diversion off the course.

The course is designed to be driven between the gates (flags/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 cones or gate, they will be declared "out of bounds" and will receive maximum points. The team does have the option of taking a back-up and retrying the gate. In the case of this happening, the team will receive all points acquired while attempting a new line. Any vehicle bypassing a gate entirely, intentionally or not, will also be declared "out of bounds" and maximum points will be given.

Out of Bounds Cones: DNF

Some courses may be designated by black “out of bounds” cones. Any competitor breaking the vertical plane of these cones, whether for the course they are currently on or for an adjacent course, will be immediately disqualified for the course they are on.

Tools: 15 points

Vehicles must pass through an obstacle under the power of the vehicle and spotter. Therefore, tools may not be used. (i.e. no pry bars) 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. Pulleys or any torque/leverage multipliers for spotters are counted as tools. Tools, when used for repair of the vehicle, are not subject to a penalty. Leverage points on a vehicle are approved if they are a permanent part of the vehicle.

Winches: 15 points

Winching is assessed a 15 point penalty if used, per usage. 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. It will be considered one winch unless winching points are changed. 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 “blanket” or “weight” must be used unless using synthetic line. Competitors who cross the start line to set up a winch point will be on the clock for the stage.

Rear Steer: 15 points per course

Rear steer is allowed in the Super Modified and Unlimited classes only. However, if utilized there will be a 15 point penalty assessed per course.

Spotter Strap: No spotter straps are allowed!

Tiebreaker: In the event of a tie, a special course will be run.

Questions:

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www.deschutescounty4wheelers.com/groundhog.htm