

# ISLAND OFF ROAD RACING ASSOC. RULES

PG1

## RULE CHANGE PROPOSAL

Racing rules of a non-safety nature will be addressed on odd years only. **Safety rules will be annually.** Rule change proposals must be submitted in writing (e-mail, etc.) to the Technical Chairperson by January 6<sup>th</sup>. of each year and will be voted upon by the membership at the annual rules meeting.

## ASSOCIATION RACING NUMBERS

1. Fee \$75.00 per couple, \$50.00 per single member per year.
2. Racing numbers must be applied for by contacting the Island Off Road secretary.
3. One vote per racing member (couples have 2 votes).

## GENERAL COMPETITION RULES AND PROCEDURES

**Note: These rules and regulations are not designed to cover all situations and therefore spot decisions will be ruled upon by the appropriate committees. No expressed or implied warranty of safety shall result from publication or compliance with these rules. They are intended as a guideline for the conduct of the sport and are in no way a guarantee against injury or death to spectators or participants.**

## MEMBERSHIP BENEFITS

A Plaques and/or prizes at race events.

A Year end award ceremonies.

A Points series system – each racer can be a contender for top points.

An Organized racing with a standard set of rules, regulations safety and tech.

A Notification and promotion of races, club events, vehicle displays, etc.

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## CAMPSITE AND RACESITE RULES

PG 2

ENTER AT OWN RISK. THE ISLAND OFF-ROAD RACING ASSOCIATION WILL NOT BE RESPONSIBLE FOR PROPERTY LOSS OR ACCIDENT.

1. Gate is closed from 11:00 pm to 8:00 am.
2. Maximum of 5 MPH in pit and camping areas.
3. This race site is for the use of competitors only.
4. Quiet hours are 11:00 pm to 8:00 am. Be considerate of fellow racers when using radios, generators, etc.
5. No open headers before 8:00 am or after 9:00 pm.
6. No motorcycles or ATV's in race park area unless in use by association members in operation of events.
7. No race vehicles allowed to test drive outside the park area. Racers may make arrangements with site safety committee to set up single vehicle practice runs on non-race weekends. Arrangements may be made with the site safety committee to set up single vehicle practice runs on Saturday evening following racing. Racers must comply with safety rules and provide a minimum of 2 persons for flagging &/or site security. This will be in DESIGNATED AREAS ONLY.
8. No open campfires allowed in treed camping areas.
9. No dogs allowed in racing or pit area. Must be on leash at all times.
10. Members are responsible for their guests and pets. We reserve the right to remove individual members or guests at our discretion.
11. Please leave your campsite area tidy; the way you would like to find it. Take your garbage with you.
12. All children must be supervised at all times in Race Park during race hours.
13. No firearms allowed on race site property.

## GENERAL AND SAFETY RULES

ALL CLASSES, ALL EVENTS (ALSO REFER TO SPECIFIC RULES FOR EACH CLASS/EVENT)

1. A competitor has two minutes to get to the starting line when his/her number or class is called.
2. Men and women running two vehicles must pay double entry fee. You cannot run two vehicles in the same event.
3. Co-registered vehicles may run two drivers in drags, but in different categories.
4. Co-registered vehicles must pay double entry fee, one driver per entry allowed to compete without additional charge. Entry fee based on number of events entered.
5. For reason of safety, no loose articles will be allowed in vehicles. No whip aerials or spare gas cans Etc shall be mounted on vehicles while racing. Flags/banners mounted on vehicles allowed in obstacle and drags only. Mounted spare tires allowed only if deemed safe by tech committee.
6. Adequate clothing (long sleeve shirt, pants and shoes) must be worn while competing in ALL events. (No shorts, sandals, etc.).
7. Racers will be given one warning regarding any vehicle or equipment rule infraction. If not corrected by the next race the vehicle will not be permitted to compete in the event(s) pertaining to the rule violation. The driver will be required to sign the Tech Committee's description of the violation(s).
8. Regulation first aid attendant at all sanctioned races.
9. Safety committee to make decision where darkness could be a problem.
10. Registration and tech close one hour before racing starts.
11. Hands to be kept inside vehicle/roll cage while racing. ***NO HOLDING ON TO ROLL BAR/CAGE DURING RACING.***
12. No smoking permitted in race vehicle during your run.
13. **No Alcohol or Drugs in Race Pit or Track area.** No consuming of alcohol or drugs before or during race hours. Any driver, guests or passenger caught breaking this rule will be subject to suspension for that and future events. 1<sup>st</sup> violation will result in Weekend suspension and loss of points for that weekend. 2<sup>nd</sup> violation will result in Full Year suspension. 3 members of executive and directors, one of which must be the President or Vice-President, have authority to suspend person(s) in regard to all violations.

## VEHICLE SAFETY

All welded parts subject to inspection by the tech committee.

## SCATTER SHIELDS

1. Scatter shield system MANDATORY for all vehicles, (excluding Street legal vehicles).
2. Scatter shield system requirements for automatics: - approved blanket or conveyor belting covering top 180 degrees of transmission and converter to frame rails. In cab mounting on top of floor subject to tech approval.
3. Scatter shield system requirements for standard transmission: - approved type blanket bell housing, or ¼" plate covering top 180 degrees of bell housing to frame rails.

## SEAT BELTS/HARNESS

1. 3-point factory harness with single buckle release allowed in Street Legal drags and Street Legal obstacle only. In addition some street legal vehicles could be required to upgrade to a 4-point harness. Tech to make final decision.
2. 4-point harness minimum required for all non- street legal classes of obstacle, all classes of team relay, and all drag classes of street/trail and comp mod.
3. 5-point harness required for X-Class, Wheel to Wheel and any open vehicle in Mud classes.
4. All Wheel to Wheel vehicles must have all harness mount points cage/frame mounted.
5. Harness must be solid mounted to floor and bolted with a minimum grade 5, 3/8" bolt with large plate washers. No chains, threaded chain links or shackles will be allowed. Shoulder harness should be bolted to or looped around cage cross bar. Shoulder harness must be mounted below the shoulder of occupant. Exception: factory mounted if class permits.
6. Harness must be a minimum 3" wide and dated by the manufacturer with SFI approval. Harness will have a MAXIMUM 10 year life. EG: A harness dated January 2013 would be allowed to be used until the end of the 2023 race season. Tech may also require a driver to update a harness sooner if deemed unsafe. EG: Frayed, melted, or one with no date. Tech to make final decision.
7. Recommend all competition race vehicles have all harness mount points cage/frame mounted.
8. Chest buckle recommended in wheel to wheel events.

## PASSENGERS

1. Passengers allowed in all obstacle, team relay, and wheel to wheel events and up to and including comp mod A class of drags, regardless of if they are also competing in those events.
2. Passengers must be at least 16 with a waiver signed by parents/guardians.
3. Passenger compartments must have ALL safety equipment that is required in the driver compartment plus a right and left handhold. A hoop or T bar is acceptable.
4. Passengers must keep both hands on the handholds at all times during racing. No HAND HELD cameras or video equipment allowed in race vehicles.
5. Drivers are responsible for their passengers, if a passenger is seen not holding on to the handholds or grabbing the roll bar/cage the driver will be black flagged/disqualified.
6. If a Driver or Passenger harness comes unbuckled during a race the **DRIVER MUST PULL OVER AND STOP IMMEDIATELY**. After the harness has been re-buckled the driver may continue.

## ROLL BARS

PG 4

1. Full roll cages for all open vehicles in any event – must be at least 6 point.
2. Single roll bar or factory roll bar and roof assembly allowed in Street Legal classes only.
3. Vehicles in Street and Trail, Competition-Modified and X-classes without a removable top must have a single roll bar and supporting back bars to the top 1/3 of the main bar. This includes pickups, uni-body and half-cab vehicles.
4. Any vehicle with insufficient floor strength will be required to frame mount the two main hoops. Tech Committee will have final ruling.
5. All new Wheel to Wheel trucks must have a frame mounted roll cage. Existing trucks will be grandfathered until cab is replaced or if cab is in poor condition. A uni-body vehicle would be up to tech final decision.
6. Wheel to Wheel vehicles must have 6-point cage. Main hoop behind driver must be mounted not more than 12 inches from back of head and have an X bar for diagonal support. (Drivers head to passenger floor and passenger head to drivers floor). W to W vehicles must have a center bar in the front window opening.
7. All full roll cages must have an overhead side bar on each side at least 30" apart. Additional bar attached to rear of cage to protect driver from whiplash.
8. All bolts must be minimum 3/8" grade 5 or better with 16 square inches of plates under mounting points on sound metal.
9. Recommended that all mounting plates have four bolts minimum where possible. Others will be left to discretion of Tech.
10. All roll bars shall be 1 3/4" or larger outside diameter tubing or 1 7/8" outside diameter pipe (1 1/2" Schedule 40 IPS). .120" wall or heavier for main and support bars. No aluminum construction. Chrome moly: use NHRA rules.
11. Roll cage rear main hoop must be sufficiently braced diagonally and back on both driver and passenger sides to prevent cage from collapsing in a multiple roll over. Main hoop should be made of a single piece.
12. Fiberglass bodies must have roll bars or cage secured to the frame of the vehicle.
13. All roll bars must be a reasonable distance above the driver's helmet.
14. In cases of roll over, where any section of the roll bar or cage has been bent to a severe degree, it will have to be replaced. Tech will rule in these instances.
15. Additionally, some factory stock bars were designed to work with factory hardtops and were not designed to work for open or soft top vehicles. One example that will not be able to run with just a single factory hoop is a Toyota Landcruiser. These vehicles will have to run with hard tops and doors on. This applies to factory bars and not aftermarket bars. Tech will have the final ruling.
16. Open top vehicles must have a roof to help support the vehicle in the case of a rollover and to keep hands inside the cage. Wheel to wheel vehicles must have a minimum 20- gauge thick sheet metal roof.
17. Side bars are to be made of same specification material as main roll cage hoops and mounted horizontal following a line parallel to driver and passenger upper leg (hip to knee) when seated. Double side bars are mandatory to run Wheel to Wheel and should be connected with 2 tie in pieces 5-6" apart, single side bar mandatory for team relay. Recommend 3<sup>rd</sup> bar for wheel to wheel vehicles.

## FIRE EXTINGUISHERS

Mandatory for all race vehicles, including Street Legal and mud – must be securely mounted within easy reach of driver when he/she is secured in harness. Minimum 2 1/2 lb. dry type with GAUGE showing fully charged for B & C type fires. Not to be mounted near head of driver or passenger. Proper mounting brackets to be used. Tie wrapping or taping etc. to roll bar not allowed.

## SEATS

1. Seats must be high back or if a low back must have a pad mounted on the cage behind the driver/passengers head. All seat mounting subject to tech approval
2. All wheel to wheel vehicles must have cage/frame mounted seats.
3. Recommend all competition race vehicles have proper racing bucket seats mounted to cage.

## DRIVE SHAFTS / HOOPS

PG 5

1. Drive shafts to be brightly painted so if they fall out of the vehicle they can be easily spotted on the track.
2. Drive shaft hoops on front and rear driveline required on all vehicles for all events, with the exception of Street Legal vehicles.

## BATTERIES

All batteries to be mounted in a safe and secure location. Batteries moved from the stock under hood locations must have a plate, (recommend ¼ ") across the top and two mounting bolts through the floor. All batteries, except under hood locations must be in a battery box.

## FUELS/FUEL TANKS

1. Fuel tanks and fuel cells must be mounted between the frame rails. No front mounted tanks.
2. Aviation fuel allowed in all classes.
3. Octane boost allowed in all classes.
4. Any carbureted fuel allowed in Competition-Modified classes.
5. Plastic gas lines must be rerouted away from exhaust pipes, headers, etc.
6. Alcohol allowed in Comp/Modified 'AA' and above only.
7. Nitrous allowed in X class.
8. Factory stock fuel injection allowed in all classes.

## BRAKES

1. Brakes on all four wheels must work. 50 foot brake test is required. Minimum 1/3 pedal reserve on first pedal depression.
2. All vehicles must have working brakes on all four wheels. This rule will be grandfathered for existing race vehicles that are currently equipped with rear brakes only.
3. Driveline brakes alone are not acceptable in any class.

## MUD FLAPS

All vehicles in Wheel to Wheel and Team Relay including Buggies, must have rear mud flaps. All mud flaps to be made of heavy rubber or plastic material, mounted solid, not from swivels or chain. Mud flaps to be at least the width of the tires and no more than 4" above the ground.

## HELMETS/EYE PROTECTION

1. All vehicle occupants must be equipped with a racing helmet. All helmets to meet at least "**SNELL 2015**" or **ECE 22.05** specifications and have qualification sticker inside helmet. Full coverage helmets mandatory to run team relay, wheel to wheel and all quad/bike events.
2. Adequate eye protection must be worn; especially in open vehicles; NOT just eye glasses or sun glasses.
3. Drivers using an open face helmet running alcohol or nitrous must use a breather style facemask and goggles.
4. Recommend front window screen or some type of rock protection (heavy mesh or lexan) for Team Relay and Wheel to Wheel vehicles.

## WINDOW NETS

Arm restraints or window nets mandatory for both driver and passenger in all events, excluding street legal (windows up). Window nets mandatory in wheel to wheel. Nets must be mounted to cage and or body not opening doors. Exception if doors are bolted shut or latched in such a way they can't come open in a rollover.

## FIRE SUITS

PG 6

1. MANDATORY for all vehicles using any fuel other than gasoline, diesel or propane in any event, e.g.: nitrous oxide, alcohol, and blower driven engines.
2. MANDATORY in all Wheel to Wheel events.
3. Fire suits are required to effectively cover the body from the neck to the ankles and wrists, minimum SFI 3.2A/1 rating with the manufacturer's fire resistant label attached. No fire resistant coveralls allowed. All suits are to include a head sock, gloves, and boots or shoes if running Methanol Alcohol.
4. Fire suits with a rip or hole in them will be up to tech discretion in regards to if they need to be replaced.
5. All vehicles in any class running no hood or headers through the hood require SEMA approved fire suit and full-face shield.

## BODY AND FRAME

Each vehicle shall have a factory body or minimum body as follows:

1. Custom frames and suspension will be allowed but must be deemed safe by the Tech Committee.
2. Fiberglass or aluminum body panels allowed.
3. Floorboards must be full in driver and passenger compartments.
4. Full firewall is required with maximum openings to 1" to protect occupants against fire, oil, etc.
5. All steering and driveline components subject to tech inspection.
6. All glass to be removed from competition race vehicles.

## BUMPERS

1. Any vehicle not running bumpers must box in the frame rails front and back.
2. All custom made tube bumpers must have the ends capped and rounded off.
3. Buggy and truck nerf bars must be rounded and smooth.
4. All outside armor on vehicles must be made in such a way as to minimize the chance of puncturing your competitor's vehicles.
5. Bumpers must have a minimum vertical dimension at the ends larger than 6" so they can't fit through any openings.

## HEAD PROTECTOR/NECK COLLARS

1. In any vehicle where a roll bar is installed, a padded head protector must be provided at the back of the driver's head and constructed in an attempt to prevent whiplash upon impact. A seat that incorporates a headrest is acceptable.
2. SFI rated neck collars required for all events, excluding obstacle and street legal. Closing style collars only not horseshoe style.

## LIGHTS

All vehicles running Team Relay or Wheel to Wheel must have, in operating condition, at least two brake lights and one large or two smaller always on (running light) or flashing light mounted within 12 inches from the top of the cab/cage. The brake lights must be a minimum of 3" in diameter. (No glass lights) Brake light/tail light combination acceptable

## MIRRORS

Mandatory for all vehicles in Team Relay and Wheel to Wheel to have an in cab rearview mirror. If not possible a minimum of a driver side mounted rearview mirror.

## HOT LAPS/ TEST TUNE

No passengers in hot laps for drivers that are competing in the event. Saturday night test/practice, inexperienced drivers are allowed to have an experienced driver as a passenger.

## TIRES/WHEELS

PG 7

1. Terra tires allowed in all events. Paddle tires allowed in class specific DRAGS only.
2. All wheel studs and wheel nuts required.

## CARBURETOR

1. Double throttle return springs required on all race vehicles (street legal excluded) factory throttle cable with spring counts as one.

## KILL SWITCH

Full competition vehicles competing in Wheel to Wheel and Team Relay events must have a clearly labeled "KILL" switch; preferably located at the rear center of the vehicle; easily accessible for track officials. All other switches must be clearly labeled. All drivers must be able to reach in-cab ignition and power kill switches from the harnessed in position.

## FLAGS

Flag size should be 2 ft. by 2 ft.

GREEN.....Go when dropped.

RED.....Stop in place as quickly and safely as possible.

YELLOW.....Proceed with caution, disabled vehicle on course. Must be in control of vehicle, no passing in yellow flag area or you will be disqualified.

WHITE / RED X.....Vehicle is deemed unsafe by the starter. Driver must proceed to infield immediately and repair problem. Vehicle may return to course at the same spot upon completion of repairs.

ROLLED UP BLACK.....Driver is receiving a warning.

BLACK.....Disqualification of team/driver, driver is to pull into infield area immediately.

CROSSED ROLLED UP WHITE- CHECKERED.... Half-way point of race.

WHITE.....Last lap.

CHECKERED.....Finish of race.

WAVE THE FLAGS .....DON'T JUST HOLD THEM!!!

## SAND DRAGS

### ALL SAFETY AND TECH RULES APPLY

1. All vehicles must start in 4WD each and every run unless permitted in specific class (Comp Mod 'AA', X, 2WH drive, buggy).
2. A red light will result in a loss.
3. Red light will apply during bye runs.
4. Double red light results in a rerun. Exception: final run where one racer already has a red light.
5. Drags will be run under a double elimination system.
6. Crossing center line will result in a loss.
7. Bumping allowed – winner of class can move up as far as "A" in their class only.

### BUGGY CLASS

1. Stock class buggy is a rear mounted, air cooled 4 cylinder VW engine with stock VW fuel system only.
2. Rear mounted is the motor located behind a line drawn between the center of the rear wheels.
3. All others will be classed as Modified 4 cylinder, this class would include water cooled.

### STREET LEGAL OBSTACLE/DRAGS CLASS

1. Vehicles must be licensed and legal for street use. Driver must have valid proof of ownership and insurance for a minimum three-month term.
2. Single hoop roll bar not required on full cab pickups or full steel roof SUV's with doors on. All vehicles with removable tops (steel or fiberglass) and steel doors must run with them on and a minimum of a main hoop.
3. Soft top and or soft door vehicles would have to run with them on and a minimum of a 4 point cage.

### 2 WH DRIVE NON-PADDLE/ PADDLE CLASS

1. A 2 wheel drive by definition is a REAR wheel drive truck.
2. A 4 wheel drive truck with a disconnected or broken FRONT drive could run in this class for points, but if the 4 wheel drive was capable of running 4x4 and had trucks in its class to run that would be its points class.(no picking and choosing).
3. This is a catch-all class that would include 2 wheel drive, street legal to comp mod trucks, excluding comp AA and X class. There would be no division of weight to cubic inch or engine mods.

### STREET AND TRAIL CLASS

Stock fuel injection allowed if motor is in the stock production vehicle for that motor( Explorer, Jeep, S10 etc)

1. Vehicles are allowed three bolt on external modifications.
2. Any aluminum intake manifold and single carburetor allowed. No tunnel rams.
3. Any combination of aluminum manifold and aftermarket carburetor is classed as two modifications.
4. Electrical changes are allowed, e.g. distributor, coil wiring. Battery operated ignition systems only.
5. Center steering allowed.
6. Exhaust manifolds or headers to be bolted on in stock location, e.g. no headers sticking through hood.
7. Any factory production engine may be transplanted into any vehicle and will not be classified as a modification.
8. Flat top pistons allowed.
9. Any hydraulic camshaft and components allowed. No roller cams or roller rockers allowed.
10. Must use factory production cast cylinder heads, no aftermarket cast or aluminum heads. (Dart, Edelbrock etc.)
11. Heads can be ported to stock gasket size for that engine.
12. Five angle valve grind allowed.
13. No angle plaining of heads allowed.
14. All internal parts of the engine other than the above mentioned modifications must remain factory production, e.g. crankshafts, connecting rods.
15. Blowers and turbochargers not allowed.
16. Transmission transplants allowed. This is to include driveline components from production vehicles only. (No aftermarket transmissions allowed).
17. Terra tires allowed No paddle type tires.



COMPETITION MODIFIED

A,B,C, CLASSES

Any new style motor (LS, Hemi, Coyote, etc) or any motor with aftermarket fuel injection will run this class.

1. Paddle tires allowed in Comp Mod "A" and up **ONLY**
2. Single carburetor with tunnel ram allowed.
3. Any type of ignition allowed.
4. Porting and polishing of cylinder heads and manifold allowed.
5. Roller cams or mushroom lifters allowed.
6. Angle plaining of heads allowed.
7. Aftermarket internal engine parts allowed, e.g. crankshafts, connecting rods.
8. Aftermarket cylinder heads allowed, cast iron or aluminum, e.g. Brodix, Dart, and Edelbrock.
9. Steel flywheel required.
10. Custom chain drive transfer cases allowed, but must have adequate covering.

COMPETITION MODIFIED

AA CLASS

ALL COMPETITION MODIFIED RULES APPLY EXCEPT THE FOLLOWING:

1. Methanol alcohol allowed. (FULL FIRESUIT MANDATORY – **2 LAYER**).
2. Dual four tunnel ram and carburetors allowed.
3. Any transmission allowed.
4. Vehicle may run in two wheel drive.

X CLASS

Includes all vehicles of any kind that cannot meet the requirements of the other classes but must follow all safety rules.

1. Unlimited engines.
2. Any induction system, e.g. blower, turbo, etc.
3. Blowers must have straps and aluminum blower studs.
4. Nitrous and methanol alcohol allowed.
5. No tire restrictions.
6. Any driveline components allowed that are deemed safe by the Tech Committee.

QUADS/BIKES

1. One class for quads, a separate class for bikes. Paddle tires allowed.
2. Above the ankle boots required. Chest protector and gloves recommended.

WEIGHT BREAKS FOR SAND DRAGS

CLASSES

CLASS DIVISIONS ARE SEPARATED BY

ACTUAL WEIGHT DIVIDED BY CUBIC INCH DISPLACEMENT e.g.: Street & Trail – Toyota @ 3500 lbs. total weight ( with driver ) divided by 350 cubic inches equals 10.00 = B division

STREET AND TRAIL AND ALL COMP MODIFIED

- A. 0 – 9.99
- B. 10.00 – 11.49
- C. 11.50 and over

X CLASS

No weight breaks for X class.

These weight breaks will be followed where vehicles warrant a class, however, if vehicles do not warrant a class, they will be combined at the discretion of the Registration and Tech Committees.

TEAM RELAY

ALL SAFETY AND TECH RULES APPLY

1. No vehicle and/or driver substitution after the heat has started.
2. No one but drivers and one helper will be allowed in the gate.
3. First heats and gates will be drawn from a hat. All heats, including the final are double knockout.
4. All competitors will be required to be race ready, e.g. helmets and seat belts fastened, before going to the gates ( except multiple driver vehicles ).
5. Any racing from staging to gates will be an automatic disqualification.
6. Once one team lines up at their gate to start that heat the other team has 2 minutes to line up at theirs.
7. The first vehicle will start when the starter's flag is dropped. The remaining vehicles will start as soon as they can clear the preceding vehicle.
8. Vehicles on the course have the right-of-way. Vehicles going into their gates have the right-of-way.
9. No intentional vehicle contact. All vehicle contact and on track calls will be subject to the judge's decision with regard to disqualification and losses. The judge's decision is final.
10. Any vehicle that short courses with all four wheels will receive a loss. Four wheels off the long way around will be allowed to continue.
11. If a team has a rollover or hits any track or gate barrel that team will receive a loss. Only the FIRST team to disqualify itself in that heat would receive the loss. It will not be necessary for the remaining team to continue.
12. If a vehicle breaks down and is BLOCKING the course or gate and is judged unsafe by officials the race will be red flagged. The vehicle will be moved and the heat will be restarted at the gates from the last COMPLETED lap. The team that caused the red flag will be given a half lap penalty at the restart, they will be held at the gate until the opposing team passes the penalized team's gate. If the opposing team breaks down before they pass the penalized gate it would revert to an equal heads up restart.

13. If a vehicle breaks down and is NOT BLOCKING the course, the race will continue, with a yellow flag at the break down. Driver's must remain in the stalled vehicle and keep their seat belts and helmets on until completion of the heat. If the driver of the disabled vehicle is able to restart his/her vehicle without leaving the driver's seat, they can continue the race. Leaving the vehicle is an automatic disqualification. Two vehicles from the same team running on the track at the same time will receive a loss. If a driver waves out a teammate, he/she can NOT continue in that heat.

14. Any team member passing his/her team's finish gate must continue an additional lap. If a driver enters the gate of the opposing team this will result in a team loss.

15. Open to 2WD, 4WD and Buggies.

WHEEL TO WHEEL HEAVY METAL  
ALL SAFETY AND TECH RULES APPLY

1. No intentional vehicle contact. All vehicles will be subject to the judge's decision regarding disqualification.
2. Starter has the authority to give Wheel to Wheel drivers 5 laps to go in the case of only 3 vehicles remaining running.
3. Any vehicle deliberately shortening the course by going on the inside of an obstacle, e.g. barrels, cones or jumps, will be subject to judge's decision with regard to disqualification.
4. In the event of a rollover, the race will stop. The remaining vehicles will be brought back to the start line for a single file restart in their order on the course and will finish remaining laps. If the race leader has not completed the first lap, the race will restart in the original side-by-side order. Trucks must remain in line until the flag drops.
5. If a driver causes a rollover Red Flag by themselves (i.e. hits a tire or rolls in a corner with no other vehicle contact) and is deemed safe to restart the race, that driver will restart at the back of the pack. Any vehicle or driver deemed unsafe during the race will be subject to judge's decision with regard to disqualification.
6. If a vehicle cannot restart and it is a side-by-side start that side moves up (odd stays odd, even stays even). This includes qualifying: If a vehicle qualifies in the heat race but can't start the main event that row moves up.
7. If a driver or helper works on a vehicle during a red flag stoppage, that driver will start at the back of the pack at the restart. (E.g. changing tires, water cool downs, getting goggles, rags etc.)
8. Wheel to Wheel will be 15 laps set for men's. Ladies class will be set at 8 laps for 6 or less vehicles and 10 laps for 7 or more vehicles. Laps will not be discussed at the drivers meeting.
9. First race of the year, heat race starting positions are drawn at registration. At the next race, heat lineups are the reverse of the previous race finish. E.g. the last place truck in the 1st race would be on the pole of heat

## PG 12

1 the next race. 2nd to last place would be on the pole for heat 2, 3rd to last, outside pole heat 1, 4th to last, outside pole heat 2 etc. Finishing order for the heat races will be inverted for the main event. E.g. If you win heat race 1 (inside row) you start at the back of row 1, if you finished last in heat 1 you would start on the pole for main event. Points now awarded for heat races. This format would continue for the year. If a vehicle misses a race they would draw a number at registration and start BEHIND these vehicles.

10. A 2WD, or a 4WD not capable of 4WD, can compete in this class with equal rights to starting position and points as a 4WD.

11. Wheel to Wheel vehicles must have a large bright race number on each side and on the roof.

### TWO WHEEL DRIVE CLASS

A 2 wheel drive is a REAR drive only truck. This applies to all events.

### BUGGY CLASS

### SPORTSMAN CLASS

\_This is a non-points, no contact allowed event.

### OBSTACLE

1. Courses should be designed for all vehicles to compete so short and long wheel base vehicles can run competitively.
2. A five second penalty for each cone or stake flattened or knocked over. 4 wheels off course is a DNF.
3. A double run reverse order format
4. No rerun unless the vehicle stops where obstruction occurs and does not complete the rest of the course.
5. Any vehicle stalled on the course for two minutes shall be DNF.
6. A vehicle must complete the course under its own power in order to receive a time, e.g. no winching across the finish line or running to the finish line.
7. Finish chute to be marked. Drivers will be disqualified if they knock down, bump, or break any parts of the finish chute.

### CLASSES FOR OBSTACLE

CLASS #1 – 4WD short wheel base 108” or less

CLASS #2 - 4WD long wheel base over 108”

CLASS #3 - 2WD no separation of wheel base

CLASS #4 – BUGGY

STREET LEGAL- No separation of wheel base

1. A 2WD could request at the beginning of the race year to compete for the entire year in the 4WD class they would fit into for points.
2. A 4WD with a broken FRONT end could compete in the 2WD class for points. If the 4WD was capable of running in 4X4 and had trucks in its 4WD class that would be its point's class.

## CHILDREN'S COMPETITION GUIDELINES

1. Maximum age of all participants on children's courses will be 15 years of age.
2. Children will compete in only one of the following categories:  
Steering (non-pedal) a) 0-5 years. b) 6-9 years. c) 10-12 years.  
Driving (pedal) a) 6-9 years. b) 10-12 years. c) 13-15 years.
3. Special add-on to enable children to drive, e.g. pedal extensions, are allowed.
4. Children may only drive one vehicle.
5. Passengers must be able to turn off vehicles ignition switch from the passenger seat.
6. Separate classes for boys and girls if warranted.
7. Competitor ribbons for all participants recommended and special ribbons for 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> place.
8. Courses should be designed tight enough to prevent too much speed but open enough to allow various size vehicles to compete fairly.
9. Both driver and passenger must be buckled in and wear helmets.
10. Competitors must be able to operate all controls.

## POINT SYSTEM AND TROPHIES

Points to association members only.

Scoring:

1<sup>st</sup> – 9 points.

2<sup>nd</sup> - 6 points.

3<sup>rd</sup> – 3 points.

In addition each driver is awarded graduated points based on the number of entries in that class per event. E.g. 6 vehicles in an event, 6<sup>th</sup>-1 point, 5<sup>th</sup>-2 points, 4<sup>th</sup>-3 points, 3<sup>rd</sup>-4 points plus 3, 2<sup>nd</sup>-5 points plus 6, 1<sup>st</sup>-6 points plus 9.

1. A minimum of two vehicles to make an official class – will receive 2<sup>nd</sup> and 3<sup>rd</sup> place points. (2<sup>nd</sup> – 6 points plus 2 graduated points, 3<sup>rd</sup> – 3 points plus 1 graduated point).
2. Race points will go to the person's number rather than the vehicle. A racer can drive different vehicles in different events and collect points. I.e. one truck for obstacle, a different truck for wheel to wheel.
3. Points are collected in the first class entered only, per event. I.e. Truck wins comp mod C drags, gets first place points and payback, bumps to comp mod B, receives payback only if applicable, no points.
4. First race of the year only. 5 point bonus per event per driver. (Motivates drivers to get their trucks ready for the first race.)
5. Points awarded for Wheel to Wheel heat races. The winner of each heat race gets 5 points, 2<sup>nd</sup> 4 points, 3<sup>rd</sup> 3 points, 4<sup>th</sup> 2 points, and then every vehicle after that 1 point.
6. If a tie occurs for a Year End trophy, a countback of finishes would be used to break the tie. I.E. A tie in Sand Drag year end points for 2<sup>nd</sup> place. You would go back through the finishes for the year for that event only, starting at 1<sup>st</sup> place finishes working down until you broke the tie. Most top finishes would break the tie and that person would get 2<sup>nd</sup> and the other would get 3<sup>rd</sup>. If the tie was for the overall Top Eliminator trophy you would count the finishes from all four events.

### TOP ELIMINATOR TROPHIES

1. MENS – for points accumulated in all events excluding mud.
2. LADIES – for points accumulated in all events excluding mud.
3. BUGGY – for points accumulated in all events excluding mud.
4. MENS WHEEL TO WHEEL
5. LADIES WHEEL TO WHEEL
6. BUGGY WHEEL TO WHEEL
7. MENS SAND DRAGS
8. LADIES SAND DRAGS
9. MENS OBSTACLE
10. LADIES OBSTACLE

### TEARDOWNS

1. If a vehicle is torn down and found to be illegal, the vehicle owner/driver will pay for teardown and be disqualified for the remainder of weekend events.
2. In the event of a technical problem arising that is not covered in the rule book, a Technical Committee member will make a decision and that decision will be considered final. Entrants may ask for a discussion on any decision but an abusive argument will automatically disqualify the entrant. No entry fee will be refunded in such an instance. In the event an entrant does not agree with the Tech or Safety Committee, he/she may withdraw before running any competition and will be refunded his/her entry fee.
3. Island Off Road Racing Association reserves the right to subject any vehicle to a mechanical inspection at the discretion of at least 3 race officials in charge. It shall be the responsibility of the driver or entrant to tear down vehicle for inspection when requested to do so by the race official in charge. Failure to comply will result in disqualification and may result in suspension from future events. Engine inspection restricted to carburetor removal, valve cover removal and spark plug removal.

### PROCEDURES FOR CHALLENGING CLASS OR VEHICLE

1. Any competing driver can challenge the qualification of any vehicle in his/her class within fifteen minutes after the entire class has run.
2. The challenging driver will register his/her complaint with the announcer or a Tech Committee member. He/she will present a \$200.00 challenging fee, and challenged vehicle will be impounded.
3. Challenged vehicles will be checked after the completion of the race day.
4. The challenged driver, or his/her choice of mechanic, must disassemble and reassemble his/her own vehicle witnessed by a Tech Committee member.
5. Weight protests will present a \$25.00 fee. A 50 lb. maximum variance allowed from registration slip.

### PENALTIES

1. Illegal driver must pay \$100.00 fine to the Island Off Road Racing account and lose all points accumulated.
2. Illegal driver must pay for reassembling his/her own vehicle.
3. If the challenged vehicle is proven to be legal, the challenger forfeits his/her \$200.00 to the challenged driver.

4. If the challenged driver is proven to be illegal and he/she refuses to pay the \$100.00 fine, he/she will be barred from further Island competition until the money is paid.
5. If the challenged driver refuses to disassemble his/her vehicle on request of the Tech Committee, he/she is automatically considered guilty of protest charges and must pay a \$100.00 to the Island account and is disqualified from the rest of the meet. He/she will be barred from further Island competition until that money is paid.
6. If the person being protested refuses to dismantle his/her engine when requested by the Tech Committee, he/she will relinquish all trophies and monies won that day and before competing in another sanctioned event, he/she must prove his/her stated class to the satisfaction of the Tech Committee.
7. The challenger will be refunded his/her \$200.00 if the challenged driver refuses to tear down his/her vehicle or if the challenged driver is proven illegal.
8. Chilton manuals will be used as references for all protested vehicles.
9. Should a vehicle be found illegal, winners will move up in line in all events, including drags.

## MEMBERSHIP

Being a member, and racing on our track is a privilege not a right. Everyone must be a member to race, for those that don't have a yearly membership a non voting single weekend track pass may be available.

1. The directors can accept or deny memberships for any reasons and without giving reasons.
2. The membership of any member shall be suspended by, or cancelled by, sixty (60)% of the Directors of the Association, should it in its discretion deem the member guilty of misconduct. Provided however that in all such cases a suspended member shall be given as its rights the reason for such suspension.
3. Members can be suspended or have membership revoked for bad, abusive, or derogatory behavior on the track, or on Facebook or on any on-line platforms.
4. Members can be suspended and or have membership revoked for dangerous on-track incidents. This would include single weekend track pass drivers as well.
5. Members cease to be in good standings if annual dues are not paid within 6 months.
6. All members must be willing to participate in the preparation and operation of the association's off road racing events.
7. All members shall take an active role to fulfill the positions necessary for the operation of all the racing events.
8. The obligations of a member shall be to abide by the Association's rules, constitution, and bylaws, and to maintain a high standard of fellowship on behalf of the Association.
9. The rights of a member shall be to participate in all of the Associations meetings and functions.
10. The Board of Directors shall have discretion over all matters for which no specific provision has been made in the Constitution or By-laws.

VOTING

1. Proxy voting is allowed by a member in good standing. A proxy vote must be submitted in paper or digital format by a member in good standing, before the meeting starts, to the chairperson running the voting.
2. A single membership has a single vote, a family membership has 2 votes.
3. Voting or running/standing for a position at each years AGM is based on being a member in good standing from the previous year. You cannot become a member at a AGM and vote or run for a position at the same AGM.