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GROUNDHOG ROCK CRAWL COMPETITION RULES

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Event entry fee for all classes is \$60 if received by June 15, Registration after June 15, is \$75. 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 welcomed.

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 their 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. All vehicle competing must pass technical inspection prior to compete. 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.

A judge or pit 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 the Groundhog pit 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 on the same and present course. The replacement driver must have signed all waivers (assuming it would be the spotter) once buckled in will restart at present spot on course.

Mandatory Rules and SAFETY REQUIREMENTS – ALL CLASSES

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 throughout the event.

Driver licenses: the pit is an active OHV site and located on US Forest lands. A current driver license, proof of insurance card and an OHV sticker is required. OHV stickers from other states will be accepted. OHV stickers must be properly displayed (easily seen).

Electrical: components must be in good condition and securely fastened for a competitive event. Batteries must be in good shape with no acid leaking. Adequate mounting to keep the battery in place in case of roll over which also protects it from damage and out of contact with driver. Only metal hold down brackets or straps will be allowed for fastening. Plastic battery box will be allowed if it covers all sides of battery and is held down with metal brackets straps, bolted or dropped into an enclosed compartment.

While strapped in the driver seat; the driver must be able to kill the motor ignition power with a single switch. On most vehicles this will be the ignition key or an added switch that turns all power off to engine and electrical components. Key or switch should be easily turned on/off in gloved hands.

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. **Unibodies** (if body has not been modified into a frame) must have metal of minimum 3/16 inch thick by at least 18sq inches above and below the roll bar mounting points with at least 4 3/8 grade 8 bolts. These bolts will secure through the upper plate which is welded to the roll bar and through the body and through the lower metal plate.

Doors: If doors are not run, a bar running from the "B" pillar (behind driver seat or at), at approximately shoulder height to the "A" pillar (front roll bar pillar), at approximately above ankle height, must be ran in all vehicles with no doors. Handmade doors or no doors that will contain the driver body and leg from fallen out (in the event of rollover) will be accepted.

Fire Extinguisher: must be mounted within reach of the driver while belted in. A second fire extinguisher accessible by the spotter is suggested on the other side or back of vehicle.

Fire Walls and Hoods: The driver in their seat will not be able to touch any part of the engine or drive components once buckled in. A bulkhead, floor boards, hood made of metal will separate the driver from all engine, radiator, batteries, drive components, steering components (except steering wheel). Rear engine vehicles must have a metal bulkhead between driver and engine. The mechanics of the vehicle will be separated from the driver by a metal barrier complete without holes; enabling no liquid reaching the driver (or passenger seat) in case of roll over. Hood scoops and holes for air movement are allowed as long as they face away from driver. If a windshield is intact and used during competition; scoops and holes will be allowed to face driver. The seats will be separated from the engine compartment by existing or built bulkheads made of metal.

First aid kits: are required for each vehicle.

Fuel system: includes all components and connections used to store, deliver and mix fuel and air on the vehicle. Non vented gas caps are permitted. All fuel cell and tanks must be in original position (non-OEM vehicle are included) and if not must be covered and protected in case of roll overs. Fuel cells and tanks will be secured with metal hold downs bolted securely. Unleaded, leaded, propane, E-85 and diesel fuels are permitted. 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 solenoid to open gas line with ignition on but de-energized closed in off ignition position in the gas line near the fuel tank for fire safety. Propane tanks must be properly protected to prevent puncture.

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. No hand holds outside of roll cages.

Lightening of vehicles: lightening of all vehicles in all classes is permitted if the vehicle meets all safety conditions and class rules per the tech committee. The competing vehicle cannot be changed after tech. It must remain intact as teched throughout the event. Door, windshields, glass, tail gates, unused seats, fenders and skin from buggies, material behind drivers bulkhead in non-stock classes, spare tires and holders etc... will be allowed removed if removal does not affect safety of driver, passenger or vehicle. Hoods, fenders, firewalls, lights in stock classes, vital supports are not to be removed. Vehicle will run as inspected at tech throughout the event. **No changes once teched!** Take a few minutes and consider what is really necessary for the event and leave at camp site unnecessary equipment.

Liquid spill kit: Per our permit all liquid leaks will be fixed before entering the pit and allowed to run. No exemptions! Spill kits are required in all vehicles. Liquid spill pads may be purchased at registration. Additional liquid absorbing pads may be needed and are available at starting gates. Liquid coming out of the vehicle for any reason will be stopped and repairs made to stop liquid coming into contact of the course. The competitor's time may be stopped and restarted depending upon the situation and the course judge will decide and the score keeper will oblige. The course judges and/or pit marshal will ok the vehicle to continue in that event 'or not' depending on the case. All spills must be cleaned up by the team as it happens and aid can be rendered to help form available teams and course officials to quickly clean up spills. It cannot be left on the course and that course is shut down until all liquids have been satisfactorily cleaned up per the course judges and/or pit marshal.

Lug nuts and bolts: All lug nuts must be in place and tight. Loose, missing bolts from steering components, drivelines, axle's shackles, shackles hangers, motor mounts etc... will need to be replaced or tightening before tech.

OHVs: No motorcycles, three wheelers, quads or SXS are allowed within groundhog pit area from 6pm on Friday evening to after the close of the event on Saturday evening. The only exception to this is pit marshal and disabled course judges.

Number: Your vehicle number on driver side must be in place throughout the event. It would be good if it was on both sides and rear of vehicle.

Passenger: One passenger will be allowed only if the seating is across from driver in the normal passenger seating position. The passenger seat and safety equipment requirements will be exactly the same as for driver. The passenger cannot assist through-out the heat. It is strongly recommended that no passenger be within your rig as it could result in disqualification of your vehicle in that heat.

Radiator: shall have an overflow bottle. Radiator will be securely mounted; permitting no movement. They must be protected; preventing puncture in any situation. There must be a barrier between the driver and all hoses and the radiator itself while in the driver seat.

Rollover: in the event of a rollover, vehicle must Re-tech and meet all required repairs as deemed by tech committee. Every rollover on the course even those that end up with their wheels on the ground will **stop immediately** for course judges to quickly decide if vehicle can continue in that event. Timekeeper will **stop their timer and will restart** if vehicle is deemed safe to continue course. Liquids leaking or damage to vehicles that will not allow it to continue is

the decision of the course judge and/or the pit marshal; their decision will be respected and final per that rollover. It must be noted only the driver and their spotter can aid it getting the rig on all tires. **No help can be giving from others or it will be DQed to finish the heat.** Failures of driver stopping will be automatic DQ of the vehicle for that event.

Extensive damage requires removal from course and repairs needed to won't run, leaking any fluids, hood, fenders, flat tires, broken steering components, etc... and other safety features damaged in any roll over must be put back in place prior to re-entry of next event. Once again it must meet demands of the event per tech committee. If windshield becomes broken in stock class and if driving becomes impaired, it may be removed but the tech committee must be consulted prior to re-entering the event.

If the roll over occurred in the first rig out the course judge can call for all competitors within that class to reinspect that obstacle for safety. If all the competitors of that class deem that obstacle cannot be safely traverse, the coarse will be altered at that time. That first vehicle out **only** can restart at the start gate once being respected if all agree that it is beyond drivable. It is assumed by coarse judge and competitors of that coarse that it was plainly was driver or spotter error than coarse will not be changed.

Rocks: are hard on the human body. Long sleeved shirts, full length pants, gloves, and leather boots for driver and spotter are required. It is recommended that all open vehicle drivers be clad in a fire resistant race suit covering your entire limbs. Race suits will be welcomed by drivers in a roll over where hot, fiery liquids and hot flying body parts may come into contact with your body while pinned; guaranteed.

Seat belts and shoulder harness: must be worn at all times while driving or riding in a vehicle during an event. Seatbelts must be mounted per OEM mounting with OEM mounting hardware in closed cabs with doors and windshield in place for stock class. All open, no doors, no glass vehicle must have full harness. Shoulder straps mounted lower than shoulders and lap belt mounted securely using manufacture hardware and/or minimum grade 8 bolts. 5- and 6-point harness are encouraged for all competitors. Tech crew has final say per mounting if specifications are not being met.

Seating: must be securely mounted to the roll cage or OEM stock mounting position. The seat must not have any movement once the driver is buckled in. The mounts must be of a type to keep the weight of the driver securely in place during a roll over and secured once the vehicle comes to rest. All non OEM seats must be high back, race proven; capable of supporting driver's head, torso and weight of driver throughout the event and in roll overs.

Spotters: May not touch the vehicle while the vehicle is moving on the course. Only after it has come to a complete stop will the spotter be allowed to complete their task as needed. **Important:** if you decide not to have a spotter you cannot accept help for anyone until you have timed out.

Steering: ball joints must be tight and drag links capable of making it through the entire event. Steering components must be secure and free from measureable play side to side.

Tools and other items: in the competing vehicle must be securely fastened to prevent injury. CB antennas and all loose objects must be removed.

Winch: winches must be in working order and are required on all vehicles at all times while competing. The vehicle will not be allowed through tech without a working winch. Rope or cable must be in acceptable and safe workable condition per tech inspectors. Winch must be mounted securely to frame. Winch bag/weight must be used during all winching unless synthetic line is used.

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: No buggies allowed in this 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 cannot be used for axle movement.

Maximum width is 80 inches from outside of tire tread to outside of tire tread. Axles must be in OEM position of that year production. They can be upgrade and replaced from another OEM vehicle.

Brakes: Only OEM brakes will be allowed in this class and braking allowing all four wheels operating as designed by OEM.

Electrical: Lights must meet state and local laws front and back. Turn signals must be intact. Street legal is applicable for this class.

Frame and body and firewall: This is essentially a stock O.E.M Class. The vehicle must be that of a manufactured O.E.M. vehicle assembled at a plant or resembled one to actual dimensions and must be recognizable as an existing O.E.M manufactured style. The vehicle must be road/street legal and licensable if desired. There is no narrowing of bodies or frames. They must remain the width as manufactured. Front fenders can be trimmed but must remain nearly O.E.M. width. All body parts must be intact but can be modified to improve clearance of moving parts. Doors can be removed but if so the side bar and/or netting must be installed on driver side. Windshields and glass can be removed for the event.

Roll bar: In this class only! If the factory hard doors; completely closeable by factory closures, windshield and door jams and top is as it left the dealer are complete; the front pillar to the floor is not required if roll bar is OEM and has not been modified except to strengthen. Full cage is strongly recommended.

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.

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: the driver seat must be in the exact OEM position as manufactured.

Modified Class: No buggies allowed in this class*

Axles: must be mechanically geared. IFS or solid axles are allowed. Axles must be located in such a way that only change to wheelbase is due to reactive forces. No manual or mechanical change of axle wheelbase is allowed. All axles must remain automotive based. Axles cannot be more than 7 inches from factory locations. Winches may be used to control axle movement but not individual tires. Maximum width is 82 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.) The Frame cannot be narrowed from OEM spec.

Body and Firewall: must be complete and of stock origin. There is no narrowing of the body permitted and must measure out as of the original OEM vehicle they represent. Grill must have the appearance of stock. Hoods must cover the entire engine compartment and follow factory form. All body panels must look like an O.E.M. body panel of proclaimed vehicle. Vehicles must have some kind of front fenders of nearly OEM width. Vehicles that are tubed and/or cut in the rear must have body panel coverage that resembles O.E.M.

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.

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: driver seat will be in the OEM position as manufactured.

- Competitors' (not meeting above rules) rigs on 37 may be considered for competing (at the drivers meeting) by the competing drivers of this class whether to be included or not (course officials or pit marshal cannot intercede in this vote). The vote must be unanimous for the vehicle not meeting the description of the above

rules. Condition may be set and the vehicle allowed in but must follow those conditions or will be removed from the event.

Super Modified Class: No buggies allowed in this class

It is assumed these vehicles are modified for this type of event and the competitor is a seasoned driver with considerable skills. Certain modification may or may not be allowed and will be decided at the drivers meeting depending on the vehicles that enter. (I.e. all front fenders could be removed if all vehicles have removable fenders; if class drivers vote to do so.)

Vehicle: must have been originally manufactured as a factory production vehicle (i.e. Toyota, Jeep, Ford, etc.) or built to their factory scales to behind the driver's rear cab/barrier. Modifications behind this point will be allowed to enhance drivability of vehicle. Lightening of vehicle is permitted as long as OEM look is maintained. Bodies can be narrowed from OEM specs. Front fenders, hoods and grill must resemble OEM and must retain similar size but can be hand built to cover vehicle from lighter metals.

Axles: of all widths are allowed. Tires must measure less than 86 inches outside tread to outside tread. Live, solid, and independent axles are allowed. Manual wheelbase changes are allowed, but not during a course run. Winches may be used to control axle movement but not individual tires.

Frame: may consist of a combination of tubing, boxed or semi boxed mainframe material and must be made of magnetic steel. Frame can only be slightly narrowed from OEM specs

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 will be a deduct unless all in class are so equipped) and brake steering. Axel steering is permitted.

Tires: must be automotive based tires. All factory built tires from any manufacturer are allowed. The tire size limit is 42 as advertised on the sidewall. Vehicles must have no less or more than four (4) independent tires.

Seating: Single seat configurations are acceptable but it must be in the driver side location. (Center seating will be considered by those within this class)

Buggy Class no enclosed vehicles allowed

Tube Buggy: class is for those vehicles fabricated from round or square tube and generally do not qualify for a VIN number or title. These vehicles may be skinned or not with any non-flammable material.

Axles: of all widths are allowed. Tire width must measure less than 86 inches from outside tire tread to outside tire tread. Live, solid, and independent axles are allowed. Manual wheelbase changes are allowed, but not during a course run. Winches may be used to control axle movement front/rear but not individual tires

Frame: may consist of a combination of tubing, boxed or semi boxed mainframe material and must be made of magnetic steel.

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. Axel steering is permitted.

Tires: must be automotive based tires. All factory built tires from any manufacturer are allowed. The tire size limit is 42" as advertised on the sidewall. Vehicles must have no less or more than four (4) independent tires.

Unlimited Class: closed vehicle and buggies are allowed

Axles: of all widths are allowed. There are no tire width requirements. Live, solid, independent, and portal axles are allowed. Manual wheelbase changes are allowed, but not during a course run. 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. Fenders are not required. 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. Axel steering is permitted.

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

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, acceptable turns, and boundaries. Caution tape and banners may also serve as boundaries throughout the courses. Drivers can and should have one spotter. If a driver decide they do not need a spotter **no one can spot for them** during that heat. Driver and spotter may switch places for each course but once a heat begins the driver remains the driver. The original team of two must remain consistent for each heat and it is recommended for all courses of the day (unless a medical emergency impairs current driver). All teams must complete each course with the same vehicle they began with.

Drivers and spotters may assist in course layout but the course judges and pit marshal have the final say as how it is finalized on the ground. Your assistants may be asked for per the ability to drive a particular obstacle or not of those attending the course building session (the course builders will not round up contestants for help). If you would like to help, **be there** during the course layout. The competitors of a particular class (for instance stock class) have the right in saying that a particular obstacle is dangerous or destructive to their vehicle and do not want it included. The course judges upon hearing the protest of the class **must change the route** so it will not be dangerous or destructive to that group of competitors. The course judges will ask if the course is acceptable and if no one speaks up it will be ran as laid out. In all case the competitors will and have the right to walk the course prior to it starts.

If the first rig out does not have the ability to make the first hard obstacle the course judges can stop that heat and reroute and restart the heat. If a vehicle becomes disabled and cannot be quickly extracted the course judges may reroute the course to enable the heat to continue. If those competitors that have a grievance as the route is now too easy/or too difficult will be able to rerun but the grievance must occur prior to that heat being over and must include all in that class. In other words, the heat will be completely rerun after course change. The rig that was unable to traverse that obstacle will be able to compete with the others after being extracted. If possible, the class will be re-run in order pre-decided by competitors. Five minutes (time starts from first vehicle out) will be giving to the vehicle extracted to do repair work and get back up to the line before heat is called.

Driver meeting Saturday morning

Driver meeting is mandatory for all judges, score keepers, drivers and spotters in the morning at approximately 9am at registration. If you don't attend you don't race. It is permissible at this time to question any rule that you do not understand. The pit marshal is in charge of this meeting and his decision will stand for the day after discussion.

At the course entrance prior to the first rig out there will be a second driver meeting for discussing that particular course with drivers and spotters and the course will be walked with judges so contestants will know the route. It would be best for all competitors if they attended each of these course meetings. It will be the driver and spotter's responsibility to stay on the course and understand the obstacles and bonus routes. It is acceptable to watch other contestants throughout the event.

Rock Stacking

Rock stacking is allowed, however you must un-stack approximately what you stacked. Any rock, log or other item found naturally within the course vicinity may be used to help a teams' progress through a course. Teams are not allowed to preset rocks prior to their start. If found presetting rocks, an un-sportsmanship penalty of 10 points will be assessed to the team. Rock stacking is permissible as soon as the vehicle moves across the starting line and his time has begun anywhere on that course rocks can now be stacked. 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 un-stack rocks that they stacked. This will take place before another vehicle enters the course to the satisfaction of the course judges and/or pit marshal. A single driver without a spotter will be permitted to stack rocks but must have seat belt securely fastened prior to engaging gears.

Pointing Out/ Timing Out

The maximum allowed points for a course will be determined at coarse judges meeting for all classes. If a teams' points total for a course reaches the maximum allowed, it must leave the course using the quickest allowable route possible. There will be a maximum time per course for all classes. It will be decided by course judges and competitors before the start of each heat. If a team reaches maximum time before they reach maximum points, the team will receive the maximum points for that course.

Bypassing a Run or No Show (five minutes has elapse after completion of last competitor).

A team who chooses to completely bypass a course and does not show up for the 5-minute call will receive maximum points for that course. Example may be that repairs may take the length of a race. Vehicles may return and continue running in the remaining courses but cannot make up the missed course if it is closed to that class. Once the class is finished no rig can make up the race after 5-minute call has been giving to that team.

5 Minute Call and Prep Time

A Team will be given 5 minutes to report to courses start gate to begin 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 turn on the course will be allowed to run the course after the last team finishes but before the last 5-minute call. The team will receive a 15-point penalty for missing their turn.

Backing: 1 point

One point is issued for a purposeful reversal by a competitor (accidental rollbacks do not count). 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. The driver and spotter can use any parts they brought to repair as needed. If your vehicle becomes disabled; please let the course judges know so extraction can begin a.s.a.p. It is your team's responsibility to assist in the extraction and attaching the lines to your vehicle as needed to move it out and off the course. Damage to the competitor's vehicle may happen during extraction and only you assume this responsibility and with your help it will be done with minimal damage to your vehicle. Vehicles will be allowed to return to their pit site to do repairs as needed and return to complete the next course. The disabled vehicle will receive points per the course maximum.

Outside assistance

Team members consist of the driver and spotter; therefore, only the driver and spotter can communicate through electronic or verbale communication while on the course. All other communication from other people outside of the course is not allowed. If a vehicle breaks and requires outside assistance to be removed from a course, it will be removed by others on hand for extraction.

No additional persons are allowed within the pit other than those who have gone through registration and completed the liability waiver; disqualification will be the outcome. Boyfriends, girlfriends, sons, daughter, wives, husbands and other blood kin are not allowed in the pit to help. They can shag parts up to the spectator fence but are not allowed in.

Unsportsmanlike Conduct: 30 points

Mistreatment of pit marshal, 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 that heat or removal from the event. No refunds will be granted. Groundhog Judges and Pit Marshal have the final say in all cases. It is understood that there will be errors by the judges and competitors from time to time. Groundhog Pit Marshal 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 heat. If there is still a disagreement or question, the pit marshal will be consulted. All questions will be brought to the head judge of the course first and then if necessary to the pit 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 un-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 cannot be corrected after signatures. The pit marshal is the final decision maker and his decision stands for all vehicles in line for that course during that particular heat. The decision may be made, and that particular heat may need to be re-ran if it affects the outcome of all competitors in that class heat.

Gates: 10 points

Each obstacle is marked with gates (flags, cones or other objects specified). The gates include may be start gate course gates, flags and/or cones and the ending gate. Ten (10) points will be issued for every gate knocked over or move ½ its distance by the vehicles motion. Once a gate is counted for penalty points it cannot be recounted as the

contestant continues onward. Both cones may be knocked over, but it will not be counted for a second contact. The other gate/flag/cone associated with the course may be considered for points but must be specified at course meeting.

Rock stacking to allow a "bridge" over a gate will not be allowed. This includes building high points on either side of the gate with the intent to put the gate out of contact. While attempting to clear a gate, a vehicle may not "float" a tire or axle over a gate.

A "pivot gate" remains a live gate after being touched and will give teams 10 points per touch. These are generally cones to show a turn within the course. Cones are placed occasionally for inside turns and cannot be brushed out of the way making sure all vehicles travel around the corner. These specific cones 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 course judges during the walk through by competitors. 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 the course, it must back-up to re-enter the course. The driver may go through the gate turn or backwards reentering through the gate and continue onto the course no points will be accumulated if cones are knocked over. It is the responsibility of the competing teams to ask a judge during the walk through before 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 not be through the gate and will take the points for the gate. 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 cones or ribbon barriers these indicate "out of bounds". Any competitor breaking the vertical plane of these cones or going through the visible barriers; whether for the course they are currently on or for an adjacent course, will be immediately disqualified for the heat they are in. This is normally done intentionally and will most likely you receive 30 points. Keep in mind that out of bounds is normally for the safety of spectators and competitors on adjacent courses. Stay on your course as laid out by course judges.

Tools: 15 points

Vehicles must pass through an obstacle under the power of the vehicle and spotter. A winch is considered a tool but is powered by the vehicle. It does not count but will take the winching points. Other 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 spotter 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. Jacks (if on board) used to get over obstacles or unstuck will be allowed but will take the points each time used.

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. Winches may also be allowed in some areas as part of the course and no points will be given. 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 that stage.

Winches cannot be used to complete a bonus line.

Rear Steer: 15 points per course

Rear steer is allowed in the Super Modified, Buggy and Unlimited classes only. In super modified the user will receive the points if used during that heat only if used.

Spotter Strap: No spotter straps are allowed!

Tiebreaker: In the event of a tie in points the score cards will be checked and the fastest time to complete the course will be the tiebreaker.

Dispute Resolution: Possible 20 Points per incident

As stated above, Groundhog Judges and Pit Marshal have the final say in all cases. It is understood that there will be errors in a judges' call from time to time. Groundhog Pit Marshal can overturn a judge's decision in cases of misunderstanding of the rules. However, if you feel the need to contest a course judge's decision to the Pit Marshal's and decision is found to stand, you will be assessed 20 points per incident. If the Marshal's decision overturns the course judge you will not be assessed the point penalty. This action must be taken during the heat or within 5 minutes of the last vehicle ran and before you sign your score card

. As in all events there are some that will contest every heat for their advantages in final points. It must be understood that the contestants' complaints must be fully understood and evaluated. It must also be understood that after each heat an evaluation of judges and contestant is not going to happen. If you have a bone of contention, it should be thought out and brought to our attention. It is expected not to be in anger as the competitor has been accidentally slighted and a justification must be dealt with. Since the beginning of Groundhog not a single competitor has received points for this. Look over your score card and talk it over with your spotter and course judges before you sign. Almost always this moment of talking with each other has resolved the issue.