

Event rules for MOROC 2X RACING

Truck classes race 2 vehicles on the same course

UTVs race 4 vehicles on the same course

The rules are broken into two parts.

1. 2X specific rules
2. General rules applied to all classes

1. 2X specific rules

A. Safety

1. Keep your body parts in the vehicle at all times. Do not grab roll bars. Proper locations to hold on are steering wheel, safety belts, or dash mounted safety handle bars.
2. Do not get out of the vehicle if the course is hot.
3. Spotters shall not stand in the course if there are two vehicles in the same section making a double hot lane.
4. Bumping and pushing are not allowed
5. Safety violations are grounds for course disqualification and could lead to event disqualification
6. Follow instructions at sections F & G in the event of a rollover.
7. If the driver wishes to exit the vehicle, the transmission must be in park.
8. The spotter is allowed to touch and push on the vehicle (UTV only) with spinning tires if the vehicle is high centered.
9. The spotter must never stand directly in front of the vehicle if forward progress is attempted, and vice versa if going in reverse.

B. Sportsmanship

1. All teams shall refrain from unsportsmanlike conduct.
2. If an issue arises from illegal driving, seek the marshal.
3. Unsportsmanlike conduct is grounds for course and event disqualification.

C. Bumping and Pushing

1. Bumping is not allowed. Bumping is the illegal act of rear ending an opponent or the opposite; slamming on the brakes to cause an accident.
2. Pushing is not allowed. Pushing is the illegal act of side swiping an opponent with the intent of:
 - a. Pushing your opponent into trees, into more challenging obstacles, or off the track entirely.
 - b. Taking your opponent out of the race intentionally is grounds for disqualification.
3. If bumping occurs, the team doing the illegal act will be disqualified from the course, and could be disqualified from the event.

4. In the event of a rollover, the team passing should make a solid effort to pass their rolled over opponent without touching the vehicle, but if the only way to continue through the course is up and over, so be it. If the situation occurs, slow down, then proceed with caution, yell to the opponent to hold on. The # one priority is to have all team members finish the event safely.

D. Right of Way

1. The vehicle that arrives at an obstacle first is the leader. The leader has the right to choose the best line through the obstacles ahead, until a new leader arises. The other team must follow or proceed to pass in the area not travelled, while still staying on the course.
2. The leader is not allowed to push or bump opponents in order to keep the lead.
3. The right of way favours the leader, but the leader must not intentionally cut off the opponent to keep the lead
4. The team behind the leader should slow down if the leader accidentally cuts them off or takes the best line.

E. Blocking

1. Intentionally blocking traffic is illegal.
2. Blocking is the action of making forward or reverse progress impossible.
3. There are three forms of blocking
 - a. Unintentional blocking occurs when an opponent rolls over or stalls causing an impassable obstacle. No rules have been broken.
 - b. Intentional blocking by stopping in front of your opponent on a course to keep your opponent from getting an overall fast time.
 - c. Intentional blocking by stopping or not reversing in the event of the leader not being able to make forward progress. An example of this circumstance is if the leader cannot make the first attempt up an aggressive hill climb. The follower cannot prevent the leader from reversing to the necessary state to get a second run. The best move would be to try and pass the leader in this circumstance. If this is not possible, then you should back up as quickly as possible to avoid accidental bumping from the leader.

F. Your Teams Rollover or Stall

1. If your vehicle stalls or rolls over, do not get out of the vehicle unless a judge lets you know it is safe. In the meantime, hold on to your steering wheel, harness belts, or safety handle as if you are ready for an impact hit.
2. If your vehicle breaks or stalls, judges can and will assist your team to get your team members out of the vehicle safely, and the vehicle off the course if it is blocking traffic and unable to continue.
3. When the judge(s) come to help, work quickly to get you and your vehicle off the course safely and quickly.
4. Never stand or work in a double hot lane.
5. If your vehicle is blocking traffic, your opponent should go around your rig, touching it if necessary. If your vehicle is blocking all routes completely, and the result of passage would be to destroy either your rig or your opponents, your opponent can opt to get a rerun. The marshal is the only person that can give the official call.
6. In the event of a rollover, stay in your vehicle until the judge can help you exit the vehicle safely. Once you are out, the judge can and will help you push the vehicle back over if you call it. Once the vehicle is pushed back over without assistance, and the lane isn't hot, you may re-enter the vehicle, get strapped in and continue on your way to the finish.

G. Opponents rollover or Stall

1. In the event of your opponents' rollover, you should slow down and proceed with caution and announce to your opponent that they should hold on because you are coming through.
2. Choose the safest line for passing:
 - a. Try to avoid hitting your opponents' vehicle. You need to make a solid effort to pass your opponent without touching the vehicle

- b. If the only way to pass the vehicle calls for rubbing, fine, rubbing is racing.
- c. If the only foreseeable way to finish the course is to destroy your vehicle or your opponents (in the event of a stall or rollover), call a safety time out. The marshal will come and determine if your team can get a rerun or if the course is still passable.
- d. In the event of a safety time out, neither you or your opponent can work on your vehicles, stack rocks, or reposition your vehicle to your advantage.

2. General Rules applied to all classes

A. Competitors and conduct

1. Event registration **ENTRY FORM:** <http://www.rockridgedev.net/moroc2/pdf/2010TeamRegistrationForm.pdf>

- a. The first team to register for an event will be last to race. To pre register, your team must submit the entry form and payment to MOROC up to three weeks before that race. Send the entry form and a check or money order to: MOROC 819 Minarca Drive St. Louis, MO 63131. Clarify on the forms what event(s) you're pre-registering for. If you have questions, call 314-974-5337, email moroc@live.com or post on www.morocracing.com forums.
- b. On the flip side, if your team is last to register for the event, your team will race first.
- c. If your team is registered for a race and you don't show, the next event you sign-up for you will be waitlisted. If all the spots are not filled by the Thursday before race day, your team will be added to the end of the list, racing first.
- d. There is a maximum of 16 teams per Super Modified, Unlimited, & UTV classes and a 6 team max for the Modified class. There is an overall maximum of 40 teams allowed at any one event.
- e. Registration at the event must be attended by all teams including preregistered teams. There your teammates need to sign waivers, fill out the forms, pay, and get your event specific information (rules cheat sheet, drivers meeting time and location, event start time, list of your courses and max times, running order, etc)
- f. Your running order will be officially determined the night before the race.

2. Vehicle inspection

- a. All vehicles must be presented for vehicle inspections during the designated times. 5-7pm Friday or 7-8am Sunday
 - b. At tech, your team will be provided registration forms, MOROC stickers, and all sponsor stickers. Your team must install the stickers before passing tech. MOROC stickers should be placed on each side of the vehicle either on the cowl or near the cockpit.
 - c. Teams attending their 2nd or more event in 2010 will not need their vehicle re-inspected and can directly proceed to registration.
 - d. Vehicles not present during specified inspection times will be charged with the maximum time for each course missed.
- There will not be any make up time allowed for being late. Teams are eligible for break down time only if the team has begun racing.
- e. Vehicles late will be disqualified from each course until MOROC officials are able to inspect the competitor's vehicle.

3. Walking the courses

- a. MOROC judges/marshal may or may not be available to walk your team through each course. Walk your courses. The marshal will be available if you have questions or concerns.
- b. Teams need to walk the courses before racing, but it is not mandatory. It's a huge disadvantage to not walk the courses.
- c. The ONLY time teams can walk the courses is before the races begin each day or before their next courses begin.
- d. If a team shows up to walk the courses right before the event starts, it's too late. The event site will be open from the start of daylight until the start time, and that is your window of opportunity. Teams are responsible for their actions or inactions.
- e. Judges are not spotters. Their calls will object to improper driving only. Do not seek advice from them.

4. Drivers meeting

- a. Attending the drivers meeting is the responsibility of the team. Important information about the event, running order, the courses, rules and new rules are discussed at every meeting.
- b. The drivers meeting will begin one hour prior to the event start time at the start of course 1. If the weather is bad, we will seek shelter for the meeting and teams will be given further direction.

5. Team members

- a. Every team must consist of two team members.
 - a1. The driver operates the vehicle over the terrain.
 - a2. The co-driver can ride as a passenger or stay outside the vehicle to provide a safe and easy route over obstacles.
- b. The co-driver can register as a driver or spotter for another team during the same event, but conflicts may arise with staging.
- c. The driver and spotter cannot switch places at any time during the event, unless an injury occurs.
- d. In the event of injury, the team member can be replaced by anyone the team trusts, but that person must have all waivers signed before that replacement steps or drives on the course. If the replacement person is competing on another team, they don't need to sign more paperwork. It is the responsibility of the team to get paperwork signed. Failure to do so is grounds for event disqualification.
- e. Teams must dress the part. Matching uniforms are mandatory. If your team does not have fire suits or uniforms, you must wear MOROC team T-shirts. MOROC now charges each team member \$10.00 per shirt. Teams must make a valued effort to look neat and professional. Only teams competing in the Trophy Truck class will receive free team shirts.
- f. Fire suits are mandatory for the driver and co-driver. If the co-driver stays out of the vehicle, he or she does not need a fire suit.
- g. 3/4 face helmets are required for the driver and co-driver. Spotters can wear bicycle helmets, if they so choose.



6. Safety

- a. The vehicle must meet all requirements for its specific class.
- b. MOROC officials have the right, but not the responsibility, to advise team members of unsafe acts. Acts deemed unsafe by an official must stop immediately.
- c. Spotters must stay a reasonably safe distance away from a moving vehicle and should never stand directly in front of or behind a moving vehicle.
- d. Winch weights are provided by the driver and must be used during all cable winching activities. Rope winches are not required to use winch weights.
- e. Winch weights must be bought for that purpose only. Coats, shirts, etc are not winch weights.
- f. If a team does not use a winch weight when line is tightened, the team will be disqualified immediately.
- g. Alcohol, drugs, and other mind-altering substances are not allowed at the events. Possession is grounds for disqualification. Possession of empty cans or other evidence is also grounds for disqualification. Behavior can also be grounds for disqualification.

7. Official Racing Flags

- a. MOROC uses official racing flags. These flags are used at all events.
- b. These flags include: Start, Finish, Stop, and Leave Track. (Note: No more caution flag or SES points)
- c. Teams will be tested on knowledge of these flags before entering the course.

Start Flag



Judge will ask "driver ready? Spotter ready?" count down: 3.., 2.., 1... Then wave the green flag to start course time.

the team needs to leave the track immediately. Reasons for waving this flag:



- 1. Team timed out and will receive max time.
- 2. Team got disqualified due to safety issues.

Stop Flag



The stop flag will be raised if the vehicle bypasses a gate. The flag will be waived, an air horn sounded, and a judge announcing the call. The team must re-enter the course where they left before continuing forward progress. If they finish the course before realizing they left the course, they are disqualified.



Finish Flag

Judge will wave the flag down to end clock time as the team crosses the finish line.

Leave Track Flag

This flag is used to announce to the team and spectators that

8. Leave it all on the field

a. If you see errors, against your team or another...whether it be points, time, or rule infractions; by judges, teams or marshal; instead of pointing fingers after the event, on forums or off, come to the marshal and let's work it out together, there onsite. That way, the problem(s) end quickly, with corrective measures taken for all parties involved, before others are affected.

9. Injury Reports

a. Reporting of Injury

- i. If injury happens while on course, stop and turn off the vehicle immediately. Call a TIME OUT and call out to the closest judge that you have been hurt. Give the judge some direction of action.
- ii. Any team member involved in an accident while on the event premises must notify a MOROC official before leaving the premises. If the injured person is unable to make such a report, a representative of the injured person must inform MOROC officials of the injury.
- iii. If a driver loses consciousness at anytime during an event, the driver cannot compete for at least seven days and must be cleared, in writing, by a qualified physician.

b. Injury Aftermath

- i. If a team member is injured during course time and the team is forced to stop racing because of the injury, time is stopped on the course immediately. Once the team is prepared to begin racing as is, or with an alternate team member, the team must restart the course from the beginning of the course as if the team had not yet started course time.
- ii. If the spotter gets hurt, an alternate spotter can step in. If the driver gets hurt, the co-driver and spotter can then decide who will drive and who will spot. Once the decision has been made, it is final. The new driver and spotter cannot alternate responsibilities.
- iii. In the event of a 2nd injured team member, the team must forfeit.
- iiii. the degree of all injuries is to be determined by the event officials. If the injury is serious enough to decrease team member's performance or responsiveness, MOROC officials have the right to not allow said team members compete.
- iiiii. Injuries life threatening must be cared for immediately by emergency crews.

B. The course

1. Starting position

a. Positions in the line-up will be chosen based on registration. Section A3

2. Staging

- a. Every team is responsible for arriving at their first scheduled obstacle course for the day and finding their correct position in line-up.
- b. Teams must be ready with fire suits, neck braces, helmets, and safety belts on, and in the correct line-up before the teams directly ahead of them start their course. If the team fails to be completely ready with chinstraps tightened, a 10-second penalty will occur.
- c. The 10-second staging penalty is added to your time for that course. If your team received the maximum time for that course, your total time will read max time plus 10 seconds.
- d. Being on breakdown time does not excuse your teams' tardiness and you will receive the 10-second staging penalty.
- e. If the team is not in position-ready when the head judges are ready to start their race the team will be disqualified from the course, unless the team is on breakdown time.
- f. If a team breaks down and does not inform the head judges that they are broke down and time starts on their course, they will receive the maximum time for that course plus the 10-second staging penalty.
- g. The line-up will remain the same throughout the entire day. If a competitor has to pit and make a repair, it is up to the driver to get back into the correct line up. It is not the MOROC officials' responsibility to track down competitors when called to an obstacle.

3. Course Flow (reworded)

- a. Tape, pennants, or concrete barriers outline the course. The vehicle must stay within these course barriers from start to finish.
- b. If the vehicle leaves the course, the occurrence is called a bypass, and the vehicle must re-enter the course where it left in order to complete the course successfully.
- c. If a team completes a course after bypassing a gate and did not correct their mistake, the team is disqualified from the course.
- d. A red flag will be waived if there is a bypass. There will also be a short whistle from an air horn to notify the team a call has been made. If the team does not hear the judges yell, the air horn, or see the red flag, the team will be out of luck.
- e. The vehicle must stay in the course. MOROC defines "in the course" as at least half the vehicle. More than half the vehicle outside the course and the course is bypassed.
- f. There are no points for hitting or breaking the yellow caution tape that may outline the course.
- g. Teams can hit banner pennants without penalty. However, if the team breaks the banner pennants, the team will get **one minute** of time added to their total time for that course. The teams will be charged **one minute** per occurrence. (Note: if the pennants get wrapped around the axle and a whole section gets torn away from the course, it is considered two breaks and the team will end up with a **two minute** penalty. The penalties are reduced to keep competition closer.
- h. **Orange spectator fencing or red danger tape outlines the spectator areas. If a vehicle touches the red tape or spectator fencing, the team will be disqualified from the course. The marshal could additionally deem the team disqualified from the event, based on circumstances.**
- i. The start and finish gates can be the same gate, but won't always be.
- j. During indoor events, if the vehicle's tires get on top of the concrete barriers outlining the courses, or the vehicle rolls over and lands on the concrete barrier, the team is disqualified from that course.

4. Course time

- a. Course time starts once the flag drops.
- b. Spotters can enter the course to get positioned before time starts.

5. Official Time-out

- a. An official time out may be called due to spectators on the course, an official down, foreign vehicles on the course, etc. When an official time out is called, time will be paused. The driver may not move the vehicle or work on it. The spotter cannot change the position of the course in any way. Once the situation is cured, and the team is ready, time will resume.
- b. If the situation directly affects the team's time, the team may opt to restart the course. This is only an option if the team is remaining unaware of their current time. If the team is aware of their current time, there is no "redo" of the course as it could be a competitor advantage.

6. Rollover Recovery

- a. When a rollover occurs, it is up to the driver and spotter to manoeuvre the vehicle back onto all fours before course time stops.
- b. Course time will not stop unless the team calls it, dangerously unsafe conditions appear, or time runs out. If the team requests outside help, the team is voluntarily timing out. Make sure the decision is mutual between team members because once the call is made, there are no take backs.
- c. If there is an injury, notify officials IMMEDIATELY. Follow Competitors and conduct rule #10 for directions.
- d. The vehicle must re-enter the course where it left. Course bypass rules are still in effect.
- e. If the team times out, or takes a voluntary time out, MOROC officials and other teams are the only persons allowed on the course to help upright the vehicle. The vehicle must be moved off the course immediately thereafter to ensure the event flow is uninterrupted.
- f. Judges and officials are permitted to touch the vehicle during course time as long as the vehicle is stopped.
- g. Judges are required to check on teams inside the vehicle after a rollover. If the vehicle is still moving, the judge will not check on you. The conditions must be safe for the judge.

h. If the driver exits the vehicle while one course, the transmission needs to be put in park or in gear with the e-brake on. Failure to do so is grounds for course disqualification.

7. Entering a HOT lane

a. Never enter the course while the courses are hot.

b. In the event of a rollover: stay off the course. Allow the judges and staff to check on occupants. Time does not automatically stop. If time has ceased, you can enter the course and offer to help the team push the vehicle back over.

8. Break-down Time

a. If a team breaks on a course and cannot finish the course on the vehicles own power, the competing team will receive the maximum time for that course.

b. Once the competitor is pulled from the course, the competing team can receive help from anyone to revive the vehicle to a competitive level.

c. The team has an unlimited time to fix their vehicle throughout the day. The only stipulation is: the team must fix their vehicle before the last competitor completes the last course of the day.

d. If the broke down team does in fact fix their vehicle before the last competitor completes their course, the team can make up all the courses they missed. A judge will be available to go back with the team to finish the missed courses at the end of the day.

e. Note: if the broke down team fixes their vehicle before the end of the day, the team will be placed back in the original order to finish with the group. Once the group finishes the mandatory courses for that day, the judge and the "broke down team" will go back through and finish any missed courses.

f. If the team breaks again while making up the missed courses and the break causes the team to be unable to finish a course, the team will then receive the maximum time for the remaining courses. There will be no additional break down time given.

g. If your team is not staged when required, whether on breakdown time or not, your team will receive the 10-second staging penalty.

9. Inclement Weather/Darkness

a. The event will not be postponed due to inclement weather. However torrential rains, high winds, lightning, or any other unsafe weather conditions may delay competitions.

b. Inclement weather delays will be called only by a course marshal and will be immediately communicated to all head judges and competing teams.

c. Competitors have the responsibility of keeping informed about the status of any inclement weather delay and resumption of competition. Updates will be available at the information booth.

d. When competition resumes, competitors will begin where they stopped when the delay was called.

e. Competition for the day can be halted due to darkness only by the MOROC marshal and news will be immediately communicated to all head judges and competing teams

f. If the competition for the day is halted due to weather or darkness, scoring will be calculated as follows:

g. the scorekeeper will determine the winner by the competitor who completed the course/courses with the least amount of time.

i. If competitors were not able to compete in the first course due to stoppage; no refund will be given. It is based on luck of the draw.

ii. If all competitors finished the first course, but not all finished the second course, scoring for the second course will not be determined in the scoring for the day.

C. Event Scoring

1. Event Scoring

a. The least cumulative time to get through all the courses in the event wins

b. In the event of a tie, the team with the fastest time on Course 1 wins.

2. Series scoring

- a. The scores that will be transferred for the Series are based on points vs. time. The team's placement by event determines their points. First place receives one point, ninth places receives nine points.
- b. The least amount of points wins the Series.
- c. To qualify for the series, teams will need to compete in 3 events.

- d. Teams who compete in more than 3 events increase their odds of placing better in the series, as well as increasing their teams' odds on attending the finals.
- e. In the result of a tie for the series, the fastest time for Course 1 at the finals will determine the winner

D. Disqualification

1. Course Disqualification

maximum time permitted per course will be issued for the following reasons:

- a. a safety violation that incurs immediate DQ (winch weight)
- b. Multiple safety violations that do not incur immediate disqualification (touching a moving vehicle, hand on roll cage)
- c. Starting a course or being on course without wearing or using all necessary safety equipment (neck brace, helmet with chinstraps, fire suit, safety belts fastened tight, etc).
- f. Unsafe vehicle condition- when a vehicles' condition poses a safety risk, as determined by an event marshal. This includes, but is not limited to: brake failure, fuel leaks, broken safety belt, damaged roll cage, broken seat mount, etc.
- g. The driver exiting the vehicle before putting the vehicle in gear or in park while on the course.

2. Event disqualification

- a. Fighting or threatening anyone on the event grounds.
- b. Sportsmanship
- c. If a team member is arrested for any reason, is rude or abrasive to local authorities or MOROC officials, destroys property, or displays drunken or disrespectful behavior.
- d. Possessing or using alcohol, drugs, and any other mind-altering substances.
- e. For repeatedly not following safety rules
- g. If a team uses an unregistered spotter at any time throughout the event
- h. If all the paper work is not filled out correctly.

E. Protests

- 1. All calls made by MOROC are not open to litigation. Competitors signing the waiver relinquish all legal rights for litigation against MOROC or land owner(s), or anyone acting on the behalf of MOROC. All calls are made in good faith and are not biased in any way other than to follow the intent of the rules. Any and all court cases will be held in St. Louis, Missouri: MOROC's home office.
- 2. Protests will not be allowed on safety violations or disqualification activity.
- 3. Scoring protests are permitted only under the following conditions:
 - a. a competing team may only lodge a protest against their own score.
 - b. Only the driver and spotter may lodge a protest.
 - c. Crowd input and video play back will not be considered evidence during the protest process.