

2010 EVENT RULES

Cheat Sheet For Judges

2010 Rule Changes are highlighted in red.

1. 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. Walk the courses before the races begin each day or before your next courses begin.

If a team shows up to walk the courses right before the event starts, it's too late. Teams are responsible for their actions or inactions.

Judges are not spotters. Their calls will object to improper driving only. Do not seek advice from them.

2. Safety

Spotters may not touch a moving vehicle. (UTV class is the only exception, but the spotter shall not stand directly in front of the vehicle moving forward.)

If an official warns the spotter of an unsafe act, the responsibility is on the spotter to fix the situation immediately. If the unsafe act is not corrected immediately, an official has the responsibility to disqualify the team.

Do not enter a HOT lane. Wait for the other vehicle to pass before entering that course.

Winch weights must be used during all cable winching activities. Rope winches are not required to use winch weights.

Winch weights must be bought for that purpose only. Coats, shirts, etc are not winch weights.

If a team does not use a winch weight when line is tightened, the team will be disqualified immediately.

Possession of drugs or alcohol is grounds for disqualification. Possession of empty cans or other evidence is also grounds for disqualification.

3. 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.

Finish Flag



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

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.

Leave Track Flag



This flag is used to announce to the team and spectators that 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 or environmental issues.

4. Staging

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. If the team is not in position-ready when the head judges are ready to start their race the team will be disqualified.

e. 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.

f. 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.



5. 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 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 **one minute** penalty.

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 vehicles 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

6. Course time

a. **Vehicle needs to be lined up behind the spray painted line between the 2 start cones.**

b. Course time starts once the flag drops.

c. Spotters can enter the course to get positioned before time starts.

7. 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.

8. Entering a HOT lane

a. If watching other teams racing, stay off the course and stand in a safe location.

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

c. 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 **Failure to comply is a course disqualification for your team. The maximum time for that course will be added to your teams' total time, even if your team already completed that course.**

d. If the person who enters the course is a spectator, that person will be asked to leave. This includes family members of the teams.

9. Breakdown 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.

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10. 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.

11. 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. **If a team uses an unregistered spotter at any time throughout the event, or if the paper work is not filled out correctly.**

h. **Entering a hot lane in the event of another team's rollover. Stay out until the team requests assistance and it's confirmed by the judges.**

i. **The driver exiting the vehicle before putting the vehicle in gear or in park while on the course.**

12. Event disqualification

a. Fighting or threatening anyone on the event grounds.

b. Sportsmanship

c. If a competitor or 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

13. Time Penalties

a. Banner pennants - 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.)

If the person who enters the course is a spectator, that person will be asked to leave. This includes family members of the teams.

14. Leave it all on the track

a. If you see errors, against your team or another...whether it be points, time, or rule infractions; by judges, teams or myself; instead of pointing fingers after the event, on forums or off, come to the marshal (me) and lets 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.

ALL NEW 2010 EVENT RULES

3X UTV

Cheat Sheet For Judges

1. UTV class specific rules

The UTV class gets added rules because of the new racing format. The UTV's will race four at a time versus two at a time. In other words, there will be two lanes side-by-side and each lane will have two team's literally racing side-by-side.

A. Safety

1. Keep your hands 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 unless a judge informs you that your opponent has passed, and that the course is not currently 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; hence illegal.
5. Safety violations are grounds for course disqualification and could lead to event disqualification
6. Follow instructions at sections UTV 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 with spinning tires if the vehicle is high centered. 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.

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.

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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 while still on course time. Once the vehicle is pushed back over, 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.