NEWJO presents Tour De Rocks

GEARS, GUTS & GLORY!

The Official Rules !

These are the basic rules competitors are required to follow during the *Tour de Rocks* event at Blakney Boulders in Washington, New Hampshire. The North East Willys Jeeps Organization inc. *Tour de Rocks* Committee has set the competition date for Saturday, October 11th, 2003.

This event is the first of an annual series. As such, teams will be asked to submit feedback either at the mandatory post-event competitors' meeting or in writing to the Committee.

Tour De Rocks
100 Sugarhouse Road
Washington NH 03280

Following completion of the event, please provide feedback on:

- positive aspects of the event;
- aspects which could be improved;
- the scoring system, and how it may be improved;
- changes which may improve the overall competition; and
- spectator services.

Definitions:

Safety Judge is responsible for monitoring and evaluating the individual vehicles, drivers, and spotters and subsequently issuing a score based on penalties accrued for individual trails! There may be more then 1 judge on the course but no more then 1 assigned per vehicle! Safety Judges will be appointed by the NEWJO TDR Committee, and will have some kind of noticeable designation! Safety Judges have the power to stop competition and disqualify participation should blatant violations to TDR rules occur! Should a Safety Judge sound the words "All Stop" Competitors should consider this an order and do just that stop the vehicle and wait for direction. There may be a safety issue competitors may or may not be aware of. Safety Judge may not be a competitor.

Tally Judge monitors and records the point tally and violations issued by the safety judges. Tally Judges are Responsible for recording the time in and out issued by the official timekeeper. Tally Judges may also be competitors.

Marshal can be anyone of many people as appropriately designated by the NEWJO TDR Committee. These people can shut down the competition at any time do to safety issues, injury, Environmental issues, imminent danger or abusive behavior towards a judge.

Inspectors are 1 of 2 technical persons designated by the NEWJO TDR committee, whom are familiar and fully aware of the vehicle requirements and limitations. These people shall inspect the competition vehicles in order to establish their meeting the set criteria. Inspectors have the right to disqualify a competitor should significant infractions be evident. Should competitors be DQ'd they can fix the items and ask for a second inspection. If during the pre-event inspection your vehicle is deemed to be leaking any fluids excessively you will be asked to repair the leak or not compete. Excessive fluid leakage will be decided by the inspectors and will be fair. Normal Jeep® territory marking is not a problem. Inspectors have the right to refuse participation at any time for blatant safety violations. Inspectors have the right to refuse or stop participation at any time for anyone operating under the influence of or consumption of alcohol or drugs.

Competitor Vehicle Requirements

First Aid Kit: Does not need to be anything elaborate.
(Bandages, Band-aids, ace bandage, ice,)

Environmental Spill Kit:
(Speedy dry, Trash Bags, Catch basin, Oil absorbing rags)

Tow Strap:
(No metal hooks on ends)

Fire Extinguisher:
(ABC extinguisher charged and secured to vehicle)

Tires:
(Minimum 32-inch tire)

Lift:
(Minimum 2 inches lift)

Seatbelts:
(Working seatbelt for driver and spotter)

Fluid Leaks:
(Minimal leakage is ok, but substantial leaks should be remedied)

Vehicle appearance:
(Any obvious sheet metal hazards, broken glass, leaking brake lines)

Pre trip inspection:

Do you have the list of required items-fire extinguisher, first aid kit, strap, environmental spill kit

Do you have your Valid and current drivers license

Do you have your valid and current registration and is it for the vehicle you are entering in the competition

Do You have your proof of insurance

Do you have a signed liability waiver for driver and spotter

Does your rig have any obvious safety issues (sharp jagged sheet metal that might hurt someone)

Does your vehicle have seat belts for driver and spotter
Do you have a windshield or are both participants wearing glasses

Drivers and spotters must wear seat belts and wear helmets at all times when riding in the vehicle.

***Tour de Rocks* Competition Scoring**

The scoring system for the *Tour de Rocks* competition is loosely based on the American Rock Crawling Association (ARCA) competition-scoring program. The Committee has adapted ARCA's system to more closely align with the unique characteristics of this New England-based course. Further, the Committee has attempted to make the scoring competitive for all types and configurations of entering vehicles. This was achieved by establishing a minimum set of vehicle requirements. Vehicle modifications exceeding these requirements will result in equalization penalties (a deduction of points) being issued. This attempts to highlight the drivers' and spotters' skills as opposed to emphasizing various vehicle characteristics and modifications.

Vehicle Equalization Penalty System (VEPS)

The VEPS is based upon basic vehicle tire and traction-aiding properties. The point system will add or deduct points to equalize competing vehicles to the following setup: *Tire diameter of 33 inches (or metric equivalent) and one locking differential.*

Measured Tire Diameter	Locking Differentials	Tire-size Penalty/Credit	Differential Penalty/Credit	Total Penalty/Credit
33-inch	0	0	+5	**+5**
33-inch	***1***	***0***	***0***	***0***
33-inch	2	0	-5	**-5**
35-inch	0	-5	+5	**0**
35-inch	1	-5	0	**-5**
35-inch	2	-5	-5	**-10**
36-inch	0	-10	+5	**-5**
36-inch	1	-10	0	**-10**
36-inch	2	-10	-5	**-15**
37-inch	0	-15	+5	**-10**
37-inch	1	-15	0	**-15**
37-inch	2	-15	-5	**-20**
38-inch	0	-20	+5	**-15**
38-inch	1	-20	0	**-20**
38-inch	2	-20	-5	**-25**

Course/Trail Scoring

The *Tour de Rocks* is a timed event. Each team is allotted a "Committee determined" amount of time to be on the course! Each team will choose which trails they cover, creating their own strategy based on the trail map and committee determined scores for each trail provided in participant packages. In addition there will be an added time, grace period, for exiting the trail. This will allow each team to compete for the entire allotted time on the course. Penalties for going over this grace period will factor in when all competitors have completed and amount of time over allotted can be compared.

All Teams exiting the course shall yield the right of way to those teams entering!
Time of entry will be scored on official score sheet, as will time of exit and penalties accrued!
Points will be tallied and times will be adjusted to compensate for penalties accrued!

Each trail on the course is assigned a point value, established by the Committee. This is the maximum attainable number of points for each trail, prior to the application of VEPS. Competitors will begin each trail with their vehicle's VEPS score subtracted from the attainable point value for that trail. Penalty points, accrued during the competitor's attempt to complete the trail, will be applied and the end result tallied for each trail.

Trail penalties

Penalty points for each trail will be assigned based on the following modified ARCA point system:

1. **Stopping**

One (1) penalty point will be issued if a competitor's vehicle remains stopped for more than four (4) seconds. Stopping is defined as a vehicle no longer continuing progress in the direction it was traveling. A team whose vehicle's tires are rotating, but the vehicle is not making progress, is considered stopped and will be called as such. Once stopped, the competing team will receive no further calls until forward or backward progress is made.

2. **Reversing Direction of Travel**

One (1) penalty point will be issued for reversing direction. Reversing direction is when a driver changes the forward or backward direction of travel (note: this includes occurrences such as pushing in the clutch and rolling back, etc.). Reversing direction is not counted when the vehicle is nudged back by the obstacle. Penalty points will be issued as follows: As defined in Rule 1, if a competitor has stopped, a penalty point will be issued for the stop. If the competitor then chooses to reverse direction, an additional penalty point will be issued for the direction change. If a competitor reverses direction prior to a defined stop, a penalty point will be issued for the direction change only. Penalty points will not be issued when a vehicle does not move and the gear selector is actuated. (Example: twin-sticking)

3. **Gates**

3.A. Each obstacle on the trail is marked with a gate. These gates include the start gate, individual trail gates (cones), and trees or bushes that are tagged with red ribbon. Ten (10) penalty points will be issued for every gate (defined as any part of the cone, tree or bush, including the base) touched by any part of the vehicle, the vehicle's tires, equipment (i.e., winch line, straps, or tools), and/or spotter(s).

Gates touched by shifting rocks that have been displaced by the competing vehicle will not accrue a penalty unless the rocks were stacked to aid the competing vehicle. Once a gate is touched it is considered disqualified from that obstacle for the team who touched it and will not be counted for additional penalties.

3.B. Forty (40) penalty points will be issued when a competitor leaves a course without authorization of an Official (i.e., for spectator safety or on trails with multiple lines)

3.C. Gates are designed to lay out the trail. However, a competitor may exit a gate and return through the same gate without penalty or disqualification, in areas designated and advised by the Official. It is the responsibility of the competing team to ask an Official prior to any attempt to purposely leave a laid out trail.

3.D. Driving outside the trail gates to avoid an obstacle is considered leaving the trail, and forty (40) penalty points will be issued. If the vehicle keeps at least two tires within the bounds of the trail at all times, and does not touch a gate, only ten (10) penalty points will be issued.

3.E. Event banners and pennants may be used as trail boundaries. Competitors may not come into contact with banners and pennants. Touching a banner will result in an issuance of forty (40) penalty points — *the same as leaving the trail to avoid an obstacle*. Competitors should ask an Official about the status of banners on each trail. It is the responsibility of the competing team to ask an Official prior to any attempt to purposely leave a laid out trail.

4. **Rear Steer**

Five (5) penalty points will be issued for each obstacle on which a vehicle's rear-steer system is used. Only one rear-steer penalty will be issued per obstacle.

5. **Tools**

Vehicles must pass through an obstacle exclusively under the power of the vehicle and spotter. Tools may be used with a ten (10) point tool penalty. 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 the vehicle. Spotters may use straps on the vehicle to aid in spotter leverage without endangerment, and will not be assessed tool infractions for such use. Torque/leverage multipliers for spotters are counted as tools. Tools used to sweep the course are considered a penalty.

6. **Winching**

6.A. Competitors utilizing a team vehicle's winch (electric, hydraulic, or hand-operated) will be issued a thirty (30) point penalty. Winching is defined as attaching a vehicle's winch line to any anchor point and applying tension to the cable. A separate penalty is issued for each successive time a winch line is attached to an anchor point and tensioned

On occasion, an Official or Obstacle Judge may allow a cable to be attached to an anchor for safety (safety cable). Under these authorized conditions, no points will be issued as long as the winch is not used to pull the vehicle.

6.B. Winch weights must be used during winching activities and be returned to the Obstacle Judge before the scorecard will be returned.

6.C. A single winch point will be provided upon request by competitors before attempting an obstacle, if a winch point is not already established. An Official must be notified and approve the new winch point before it may be used. Approved and established winch points will remain the same throughout the competition.

6.D. Competitors who cross the start line to set up a new winch point will start the team's timer. Once competitors are on the clock, the time will not be stopped to set up a winch point. Any winch points set up by competitors while on the clock must be safe and approved by the Obstacle Judge.

6.E. "Time Out" cannot be called to set up winch points while a competitor is on the clock running a trail.

7. **Trail Disqualification**

Trail disqualification (a penalty of 50 points) will be issued after two warnings regarding any violation, including but not limited to the following:

7.A. safety issues as determined by Officials or Obstacle Judges (see section 2)

7.B. environmental issues as determined by Officials or Obstacle Judges (see section 6)

7.C. unsportsmanlike conduct (see section 5)

7.D. unsafe vehicle condition as determined by Officials or Obstacle Judges

7.E. exhibition of excessive speed as determined by Officials or Obstacle Judges

7.F. failure to comply with instructions of Officials or Obstacle Judges.

Only the competing team's driver and spotter are allowed to touch, navigate or direct the vehicle while on a trail and the timer is running. Assistance (including any kind of outside signal or communication to the team while the clock is running) from anyone outside these two team members will also result in a trail disqualification (a penalty of 50 points).

8. **Course Disqualification**

A Course disqualification (no score) may be issued after two warnings about any violation. A team's disqualification must be approved by three Officials and include but is not limited to repeated violations of any item in Section 8.