



R3 Event Management, LLC presents the East Coast Offroad Racing Series Rule Book

Revision 3.1.2

Dated December 1, 2011

FORWARD

This East Coast Offroad Racing Series Rule Book is issued under the authority of R3 Event Management, LLC.

The East Coast Offroad Racing Series Rule Book contains rules, regulations, and guidelines (known collectively as the "Rules" and "Rule Book") that govern the conduct and participation in East Coast Offroad Racing Series events.

This Rule Book is intended to provide minimum requirements and standards for safety, procedures, and operation to ensure the fairest and safest event, and to create the best experience for all competitors, sponsors, vendors, organizers, and fans. This Rule Book is not intended to be considered professional advice on design, safety, engineering, installation, etc. for any device, item, equipment, or any other component of the vehicle. All information within this rule book or other form or document that is produced by ECORS is the property of R3 Event Management, LLC. Use of this information in any form is restricted to ECORS only. Use of this information outside of ECORS by anyone for any reason is prohibited.

This Rule Book cannot cover every aspect of motorsports racing. Therefore, participants in ECORS events shall use sound judgment and sportsmanship. Additionally, this Rule Book is not intended to replace the requirement for the participants to be responsible for their own safety (and others) and conduct. The Race Organizers reserve the right to add, delete, or modify this rule book at any time for any reason and without notice.

INCONSISTENCY/PROTESTS/GRIEVANCE

In the event of any inconsistency within this Rule Book, contact R3 Events Management, LLC for clarification prior to the start of an event. Clarification or interpretation of rules after an event has started shall be conducted by on-site R3 Events Management, LLC personnel. Formal request for clarifications must be sent in writing either by mail or electronic mail. Until a formal response is issued, in writing, by R3 Events Management, LLC, this Rule Book shall be the sole governing rule set. Upon issuance of formal updates to this Rule Book, R3 Events Management, LLC will publish either a revised Rule Book or an addendum. Informal conversations or online forum posts are not considered formal notification of rule changes or adjustments.

Any competitor may protest the decision of the Technical Inspector for a failed safety item where inconsistency between the Rule Book and the equipment in question is present. Technical Inspection protests shall be submitted no later than 30 minutes after the incident and shall be directed to the Race Organizers.

Any competitor that believes they have been aggrieved by any other competitor, organizer, or volunteer relating to any items within this Rule Book may file an official grievance to the Race Organizers no later than 30 minutes after the completion of the race in which the incident occurred.

R3 Events Management, LLC reserves the right to change, edit, update, or add additional rules to this Rule Book at any time and at its sole discretion.

In the event of any conflicts between this Rule Book and any local, state, or federal laws, the government laws shall supersede this Rule Book.

Where inconsistency occurs within the rules of the Book, the stricter rule shall apply.

GENERAL

Safety requirements within this Rule Book shall be considered minimum requirements. The rules within this Rule Book shall not constrain competitors from employing greater safety measures so long as the greater measures do not conflict with other rules within this Rule Book.

The mailing address for R3 Event Management, LLC/ECORS is 1241 Naples Drive, Greenville, NC 27858.

OFFICIALS

The Race Organizers shall be the on-site principles of R3 Event Management, LLC. Race Organizers are the only persons that may change the course, issue penalties, stop the race, or make any critical decisions affecting the outcome of the event.

Marshals may be selected by the Race Organizers and will act as volunteer team leaders and shall be strategically placed throughout the course to ensure proper management of volunteers and to assist with the on-course conduct and actions of the competitors. Marshals may be identified during the driver's meeting and

may wear safety vests during the competition. Marshals have no authority to change course, issue penalties, or stop the race except under the direction of the Race Organizers.

Volunteers may be selected by the Race Organizers and will act as the “eyes and ears” for the Marshals and Race Organizers. Volunteers may provide assistance in recovery, course layout, course marking, crowd control, or course boundary violations. Volunteers may wear safety vests during the competition. Volunteers have no authority to change course, issue penalties, or stop the race.

Technical Inspectors may be selected by the Race Organizers to assist with inspection of competitor’s vehicles for compliance with relevant sections of this Rule Book both before and after competition.

Safety Director may be selected by the Race Organizers and is responsible for organizing and ensuring fan and competitor safety. The Safety Director may barricade hazard areas and work with EMT personnel to ensure proper emergency safety measures are in place.

ECORS Organizers may appoint or develop other officials as it sees necessary.

DISCLAIMER

The reader of the Rule Book, all participants of R3 Event Management, LLC events, and any user of any information contained within this Rule Book assumes any and all risks involved with the use of the information contained within this Rule Book.

The technical inspection process and approval is not an approval or verification of fabrication methods, strengths, safety, etc. but rather is the seal of approval that the vehicle has met the minimum requirements (limited to specific items observed/inspected) to race in an ECORS event.

All participants shall sign the Disclaimer and Liability Form prior to participating in any R3 Event Management, LLC events.

For further information about safety, liabilities, and disclaimers, please see the most recent Disclaimer and Liability Form. The Disclaimer and Liability Form shall be considered part of this Rule Book.

Participants assume any and all risks associated with using the contents within this Rule Book, known, unknown, inherent, or otherwise.

• EVENT RULES AND REGULATIONS

- The Race Organizers shall be the only officials to have authority to issue penalties, awards, reprimands, suspensions, fines, or disqualifications.
- R3 Event Management, LLC may issue supplementary regulations or special rules aimed at expanding or to clarify an existing rule. These supplementary regulations or special rules may also be issued to apply to a specific event, venue, race, conditions of the race course, or for any other circumstance.

- Supplementary regulations or Special Rules, upon issuance, notification, posting, editing, etc., shall become part of this Rule Book and all participants will be required to conform to these rules.
- R3 Event Management, LLC assumes no responsibility for delays, cancellations, or modifications of all or part of any event for any reason, including but not limited to inclement weather or course conditions.
- All Marshals, Volunteers, Technical Inspectors, Safety Directors, Fans, Participants or any other persons are not employees of R3 Event Management, LLC. Each person receiving prizes, winnings, awards, etc. are responsible for all taxes or other charges as required by local, state, and federal laws.

- EVENT PARTICIPANTS

- All participants are required to sign the entry form and releases. These forms shall be signed and witnessed by R3 Event Management, LLC or an Official appointed by R3 Event Management, LLC. Participant refusal or failure to sign these forms will be subject to disqualification.
- All participants are required to have sufficient insurance that covers any activity that may take place during an event.
- No participant shall enter the course at any time during pre-running, attend driver's meeting, or race without a signed entry form and release.
- Participants must sign an entry form and release for EVERY event.
- Participants shall be 18 years of age or older. Participants under the age of 18 must seek prior approval of the Race Organizers. Minimum of one week notification is required for approval. Notification shall be made in writing via mail or electronic mail to ECORS.
- Drivers shall attend the driver's meeting. In the absence of the Driver, the Co-driver may attend. It is highly recommended that both the Driver and Co-driver attend the meeting. Attendance by either the Driver or the Co-driver is REQUIRED.
- Participants shall not move or alter any course markers. If during the event course markings are removed or broken by participants (pulling off course for vehicle repairs, etc.), the participant is required to replace the damaged, broken, or removed course markings BEFORE proceeding with the race.
- Except under certain circumstances, pre-running the course is allowed on specific days and times prior to the event. It is understood that most of the courses will be on trails commonly used in recreation by others. For events that pre-running is restricted, walking the course may be allowed. Event and venue layout and organization may allow or restrict other forms of course review.
- All prizes not claimed within 45 days of award will be forfeited.
- Cash prizes can be claimed in person or may be mailed to the winner. All cash prizes may be awarded in the form of cash, check, or money order and is at the sole discretion of R3 Event Management, LLC.
- Non-cash prizes shall be claimed in person by the winner or a representative of the winner. Non-cash prizes cannot be mailed or shipped.
- All prizes and awards are void where prohibited by law.
- All prizes will be awarded to the registered Primary Driver for each Team.
- All persons receiving awards, gifts, prizes, cash, etc. shall be responsible for all applicable taxes or

other charges as required by local, state, and federal laws.

- ECORS decals will be issued to all entrants during registration and shall be prominently displayed on both sides of the entry vehicle during all event activities.
- Provided Event and Series sponsor decals are REQUIRED on the entrant vehicle. Without our sponsors, this event would not happen; please show your support of these sponsors by running their decals. When provided sponsor decals are not displayed or properly displayed, a fee of \$25 per decal will be assessed to the team. The decal must be installed or the fee must be paid prior to starting the event. Failure to display the decal or pay the assessed fee(s) may result in disqualification from that event without refund and without earning series points.
- Some events may be organized as endurance type events where multiple vehicles are on the course simultaneously. In these events, passing of slow vehicles shall adhere to proper etiquette.
 - Upon coming up on slow vehicle, blow horn to acknowledge slow vehicle you intend to pass at the first available opportunity.
 - Slow vehicle shall acknowledge with blowing the horn.
 - Slow vehicle shall pull to an area or slow down to allow a pass.
 - Faster vehicle shall not “nerf” or “bump” the slow vehicle at any time. Rubbin’ is not racing.
 - A slower vehicle that continually impedes over a prolonged period of time will be deemed to be committing a safety violation and disqualification may occur.

- DISQUALIFICATION

- Every participant shall be free from mind altering drugs (including alcohol, prescription narcotics, illegal drugs, etc.) during competition. Anyone found to be under the influence or possession of illegal substances at any time during the event will be suspended from all R3 Event Management, LLC events indefinitely.
- False signatures on any official event forms and/or releases shall be grounds for disqualification.
- Participants entering the course without permission from Officials may be disqualified and all points or scores earned at that specific event shall be surrendered and will not count towards the Series Championship or Event Championship.
- With the exception of assisting Volunteers to right a rolled vehicle, outside assistance from spectators shall be grounds for disqualification. Receiving assistance from race Volunteers shall not disqualify the participant.
 - Outside help is defined as physical assistance other than righting a rolled vehicle.
 - Examples: Physically pushing the vehicle, pulling a winch cable, repairing a broken race vehicle, stacking rocks, or any assistance in winch recovery is considered "Outside Assistance".
- Red Cards shall be utilized as the official written complaint. Red Cards will be available at the Start/Finish line during the event and will be distributed by Officials upon request. Requests for Red Cards must be made no later than 30 minutes after the end of the even in which a Red Card is filed. This Red Card allows a participant to file a complaint to the Race Organizers. Red card complaints may be made against competing competitors, Volunteers, Marshals, or other Race Organizers. Red Cards may not be filed against spectators. Red Cards may only be filed by registered Team Members. Complaints may be made upon completion of the event but no later than 30 minutes after completion. Complaints may be made for the following infractions:
 - Competitor leaving the course or short coursing
 - Competitor receiving outside assistance
 - Unsportsmanlike conduct
 - Grievances in judgment calls by Marshals or Race Organizers
- Red Cards filed by teams will be reviewed by Race Officials. Upon verification of valid Red Card complaints, Race Officials will begin their investigation of the complaint. This investigation may include but is not limited to: the accuser, the accused, volunteers, organizers, or any other person that may provide valid information to resolve a dispute. All persons involved are encouraged to provide as much evidence to prove or disprove the dispute.

- After Red Cards are filed, Race Organizers are required to make a ruling within 2 hours of receipt of the Red Card. The decision will be based on all information gathered and made available. The Race Organizer's ruling is final and cannot be changed regardless of additional information that may be discovered after the 2 hour time limit.
- Disqualified participants forfeit all rights to receive prizes or points. In addition, entry fees for disqualified participants shall not be refunded or credited towards any future events.
- Competitors that must leave the course to return to the Pit area must re-start that lap at the Start/Finish line. Failure to do this may result in penalties or disqualification. Variance of this rule may be made and noted during the driver's meeting of each event.
- Competitors that pull off of the side of the course for vehicle repairs MUST enter the course where they exited. For exiting the course beyond that which is reasonable will require the competitor to return to the Start/Finish line and re-start the lap.
 - Reasonable exiting for safety is allowed and is at the discretion of event Volunteers.
 - Where excessive exiting may exist, competitors are required to communicate their intentions to the event Volunteers to avoid the possibility of penalties or disqualifications.

- INFRACTIONS AND PENALTIES

- Infractions and penalties listed under this section shall be considered a sample of common incidents and shall not be considered a complete list of infractions and penalties. Safety for all spectators, organizers, volunteers, and participants is our number one priority. Deliberate unsafe acts or non-conformance to safety requirements will result in disqualifications, suspensions, and/or significant time penalties or fines. SAFETY IS OUR #1 GOAL!
 - Participant vehicle breaking any course markers or signs: Time penalty to be announced at driver's meeting.
 - Abusive conduct towards Race Officials, Volunteers, or Marshalls: Disqualification and/or fine and/or suspension and/or time penalty.
 - Short coursing: Disqualification
 - Reckless driving outside of course or in/around staging area or pits: Time Penalty, Disqualification and/or fine, and/or suspension.
 - Unauthorized entry into race course: Disqualification and/or fine.
 - Unauthorized pre-running: Disqualification
 - Failure to attend driver's meeting: Disqualification
 - Failure to stage: Rear start or disqualification
 - Failure to utilize required safety gear: Disqualification and/or suspension and/or fines.
 - Nerfing or bumping a slower vehicle: Time Penalty, disqualification
 - Aggressive driving directed towards a competitor (read: threatening vehicle contact): Time Penalty, Disqualification
- Fines assessed to participants for infractions shall be paid in full prior to being allowed to participate in any future R3 Event Management, LLC event.
- Refunds or future event entry credits are not given for participants that have unpaid fines that result in entry ineligibility.

- DRIVERS, CO-DRIVERS, ETC.
 - Only competitors listed on the official ECORS entry forms shall be allowed to participate.
 - Three Team Members will be named on the membership registration form.
 - Primary Driver
 - Two Secondary Drivers
 - Primary Drivers on the Team Membership registration will be the Team member receiving any and all awards.
 - All competitors shall be ECORS members prior to competing in any ECORS event.
 - Annual memberships are available for contention of the Series Championship
 - Per-event memberships are available but do not earn points for the Series Championship
 - Drivers may elect the Co-driver to drive the entry vehicle at anytime during the race so long as the Co-driver is listed on the membership registration form as a Team Member.
 - Co-drivers not listed on the Team Registration form as a Team Member may drive but the Team forfeits any right to earn Series Championship points for that event.
 - Drivers may elect anyone to act as a Co-driver.
 - Drivers may have only one (1) co-driver at any point in time during the race.
 - Multiple co-drivers positioned at various places through the course are not allowed.
 - An entrant number shall be assigned to the Team for the entire season for each entry. Co-drivers or other Team Members driving in place of the primary registered Driver shall earn points for the Team associated with the entrant number (team number).
 - A Team may enter multiple classes with the same or multiple vehicles so long as the vehicle meets the class requirements and submits the appropriate entry fee(s) for each additional entry. Refer to Section VI of this Rule Book for additional information regarding this rule.
 - The Co-driver, if used, must begin the course properly restrained inside the vehicle. However, the Co-driver is not required to remain in the entry vehicle nor is he/she required to finish the course. Co-drivers for single seat vehicles shall remain in the pit area until the vehicle has entered the course. Once the vehicle has entered the course, the Co-driver may proceed to course areas to spot, pull cable, stack rocks, or help the Driver as necessary. In events where a remote pit is utilized, the Co-

driver must start at the Start/Finish line.

- Co-drivers may use any means necessary to travel to areas of the course to spot or help out the Driver. However, any vehicle used shall be that of the Team's and shall remain in the possession and control of the Co-driver at all times. Travel for the Co-driver by a spectator is not allowed. All vehicles not actively competing shall remain off of the race course at all times.
- Co-driver may change as the Driver during the race at any time without penalty.
- Driver and co-driver, if applicable, shall be completely inside the vehicle, properly secured, and all safety equipment on before the vehicle may proceed with the race course.
- In the event of an injury, the Driver may choose any other registered Driver or Co-Driver to act as his Driver so long as that chosen Driver is no longer actively racing. The chosen Driver to replace the injured Driver must be registered in the same event as the injured Driver.
 - Under this rule, the Team may continue to earn Series Championship points if a non-Team Co-Driver is selected due to injury only. A registered Team driver MUST start the race and cannot participate in any other ECORS events for that weekend. Rulings are made on a case-by-case basis and at the sole discretion of ECORS.

- **SERIES POINTS CHAMPIONSHIP**

- Series Points Championships are calculated based on a race "team", not each individual driver.
- A race Team consists of three registered drivers for the season, a primary driver and two secondary drivers.
 - Each registered driver for that team may earn points for the team for the Series Championship
 - Team registered drivers may only be registered for one team per Class
 - Only registered team drivers (as listed on the Team Membership) may drive and earn points for the team
 - Co-drivers that are not registered are not allowed to drive the vehicle at any time to earn Series Championship team points
 - Co-drivers that are not registered as part of the team may drive but by doing so the team forfeits any right to earning Series Championship points for that event.
 - All registered drivers MUST be signed up and registered on the Membership form no later than the date of race #2 of the 2012 season.

- For teams that sign up after the above date, all drivers must be registered at the time of sign-up. Sign-up of additional drivers by any team will not be allowed after the above date.
 - Team memberships will be allowed at any time during the season.
- Each entry number is assigned to a team upon ECORS Membership registration.
- Any vehicle earning season points and competing for the Season Championship MUST display the team's registered vehicle number.
- Team Memberships are valid for competing in and contending for the Series Championship for one specific Class.
 - Teams may compete in and contend for Series Championship points for additional classes so long as they pay the additional fee(s) associated with doing so as listed in the ECORS 2012 Fee Schedule.
- Teams that choose to enter multiple vehicles or multiple classes must continue to follow the Driver and Co-driver rules listed above on item #2.
- Each registered team entrant number may not race multiple vehicles in the same class at an event without the purchase of additional Team entrant numbers for that class as listed in the ECORS 2012 Fee Schedule.
- Series and Event point values and calculations shall be based on the most recent Point Table.
- Series points for each class will be added up at the end of the season. The entry with the most points at the end of the season will be named the Series Champion for that class. See the most recent Point Table for more specifics on point totals for the season.
- Points gained in Class A are only added up for the Class A Series Championship contention. Points gained in Class B are only added up for the Class B Series Championship contention. Points gained in Class C are only added up for the Class C Series Championship contention. Class U does not have a Series Championship running for 2012.
- In the event of a tie, the racer with the most awarded points on the "dropped" event shall be the top finisher between the tied entrants. If a tie remains, then the racer who finished highest in the "dropped" race shall be the top finisher between the tied entrants. If a tie remains, the racer with the most completed number of laps for all races shall be the top finisher between the tied entrants. If a tie still remains, the racer who finishes the highest on the last race of the ECORS season shall be the top finisher between the tied entrants.
- Series points can only be combined through the season for each specific class and only for each entry.
- Where the registered primary Driver for the team entry number cannot attend an event, the secondary Drivers may earn points for the team's Series Championship contention.
- Organizers reserve the right to add, change, or modify the points available per event at its sole discretion at any time.

- On occasion, bonus points may be available during the event for various reasons. These available bonus points will be discussed prior to each event.

- TECHNICAL INSPECTION

- Technical inspection dates and times shall be published no later than 10 days prior to the advertized/published event date.
- It is the participant's responsibility to ensure the vehicle meets all safety and class requirements before, during, and after the event. The Technical Inspector may not verify all class requirements. It is imperative that the participant ensures the vehicle meets their class requirements prior to competing.
- Each competing vehicle is required to pass a technical inspection by Race Organizers or any appointed staff or volunteers.
- R3 Event Management, LLC reserves the right to inspect any competing vehicle at any time before, during, or within 120 minutes of completion of the last race for the event. Impounds for further inspection of items will be moved to a designated area.
- R3 Event Management, LLC reserves the right to limit the amount of persons around the vehicle during any technical inspection. The Driver and/or Owner shall be present during inspection(s).
- No vehicle shall be moved from the inspection area without release from the Race Organizers. Moving or removing the vehicle without prior approval shall be grounds for disqualification.
- Failure of entrants to appear for registration and/or technical inspection during the dates and times announced shall be grounds for disqualification. Technical inspections outside of the scheduled dates and times will be subject to a \$50 fee.
- In addition to vehicle requirements, personal protective gear for the Driver and Co-driver will be inspected during vehicle technical inspection.
- The vehicle workmanship must meet the tech inspector's approval.
- Upon passing technical inspection, a "Passed Tech" decal will be issued and shall be displayed on the driver's side of the vehicle at all times during the event.

- EQUIPMENT, CONDITION, AND FUNCTION

- All necessary or required equipment and gear as outlined within this Rule Book shall be in good and proper working condition. Safety equipment lost or damaged during an even shall be replaced, or repaired at the Race Organizer's approval, before continuing with the race.
- Helmets shall be worn by all participants at all times during times of competition and pre-running, including times when the participant vehicle is on the race course for recovery or winching. Removal of helmets may be grounds for disqualification.
- All helmets shall be approved by, and bear the sticker, Snell or DOT and shall be a minimum of $\frac{3}{4}$ face covering.
 - Motorcycle "skull caps" are not allowed.
 - Bicycle helmets are not allowed.
 - Specific questions as to the allowance of a specific helmet shall be directed to R3 Event Management, LLC prior to the start of the event.
 - Helmets can be shared between competitors that are not competing simultaneously.
 - The helmet shall have the proper fit for the participant, i.e., helmets too loose or too small are not allowed even if they meet all other criteria.
 - Helmets shall be secured to the participant by use of D-ring style retention devices or better. Helmets with snaps as a primary means for securing the helmet to the participant's head are not allowed regardless of conformance to any other requirement within this Rule Book.
- Shatter resistant eye protection is required to be worn by all participants while competing or pre-running.
- Protective clothing for all participants shall be worn at all times. Fire-suits are required for all participants while competing and pre-running. Fire suits shall fit properly and be free from excessive tears, stains, etc. that may alter the performance of the garment. All shoes shall be close toed athletic type or boots. Class U requires ATV/MX protective riding gear or fire suits.
- A first aid kit must be carried in each entry vehicle at all times while competing and pre-running. The first aid kit shall be easily accessible and be removed without the use of tools. Each first aid kit shall contain an assortment of medical tape, gauze, band-aids, sterile wipes, latex gloves, and wrap.
 - Un-used first aid kits can be shared between competitors that are not competing simultaneously.
- While competing, a minimum of one (1), 2.5lb ABC fire extinguisher is required within reach of the

driver while seated and fully restrained by the harness. In addition, a minimum of one (1) additional 2.5lb ABC fire extinguisher shall be mounted in a way that is accessible from outside the vehicle without opening doors or the use of tools. Fire extinguishers shall be properly mounted and have a quick release mechanism so it can be removed easily and without tools. Extinguishers shall have an operational gauge showing it is fully charged. Class U is required to have at least one (1) fire extinguisher but it must be mounted within reach of the driver and within reach from outside of the vehicle.

- Expendable fire extinguishers shall be replaced by the team prior to continuing with racing.
- It is highly recommended that each vehicle carry extra extinguishers.
- Zip ties, tape, or rope are not approved methods for securing a fire extinguisher or its mounting bracket.
- Engine fire suppression systems do not take the place of the fire extinguisher requirements.
- Each vehicle shall have a minimum of two kitchen-type trash bags (13 gallon minimum), free from holes, for clean-up of spilled fluids during racing. All spilled fluids and contaminated soil shall be collected and contained within the trash bags, double lined, at the Organizer's discretion before continuing on the race course. Time will not stop during cleanup of any spilled fluids or contaminated soils. The collected spilled fluids shall be carried with the competitor until proper disposal.
 - Un-used spill containment bags/provisions can be shared between competitors that are not competing simultaneously.
- To aid in extraction, all competitors shall have at least an 8' long tree saver and at least one 20' long nylon recovery strap in the vehicle at all times. In addition, two "rated" 3/4" shackles shall be in the competitor's vehicles during competing. No metal hooks on any nylon straps. Straps shall be in good condition.
 - Extraction equipment may be shared between competitors that are not competing simultaneously.
 - Class U requires a minimum of one (1), 12' long strap and two (2) shackles.
- During extraction by volunteers, the driver or co-driver must connect the recovery gear to their own vehicle.
- During any recovery process, under no circumstances shall a competitor drive over a strap or winch cable unless directed to do so by the winch operator.
- During periods of extraction that may block the course for an extended period of time, provisions shall be made by the recovered competitor to allow other competitors to pass to keep the race moving. These provisions may include directing traffic as necessary.
- Recovery personnel are offered for assistance when needed but cannot always be everywhere at all times. The competitors shall assume recovery of their own vehicles. If and when available, recovery personnel will help as needed and at their sole discretion. If recovery efforts become dangerous or if a competitor becomes abusive to recovery gear, the recovery personnel may, at their discretion, stop all recovery efforts.

- All vehicles are required to have a minimum of one (1) dedicated emergency safety tool mounted in the vehicle and within reach of each person inside the vehicle while fully restrained.
 - Each safety tool must contain all of the following:
 - Seat belt cutter
 - Window/glass breaker
 - Knife
 - Tool must be mounted where it can be removed easily and quickly in an emergency without the use of tools.
 - Tool must be secured where it will remain through the duration of the race.
 - Competitor provided emergency tools must be approved by the Technical Inspector.

- GENERAL VEHICLE AND COMPONENTS

- All types of suspension designs are approved. Suspension systems shall meet the requirements of each Class.
- All wheel and tire combinations are approved. Tire size and type shall meet the requirements of each Class.
- Any type of hub cap or wheel cover is not permitted.
- Tire sizes will be interpreted as to the manufacture's size as shown on the sidewall of the tire. Metric sized tires will be converted into inches and will be interpreted as such.
- All steering systems are approved. Steering systems shall be free from cracks, leaks, and/or worn and broken parts.
- All engine sizes and types are approved. Engines shall meet the requirements of each Class.
- All engines, transmissions, transfer cases, axles, and components shall be free from substantial fluid leaking.
- All common passenger vehicle fuel types are approved. Nitrous Oxide is permitted. Alcohol and nitro-methane fuels are not permitted on race entrant vehicles.

- Fuel system and cells shall be securely mounted with bolts and/or metallic straps. Bungee cords, rope, tape, etc. is not permitted as a method to secure fuel system components.
- All aftermarket fuel system vent lines shall have roll-over check-valves (or plumbed to prevent fuel spills during rolls) or have a factory setup. Vent and fuel lines shall not be routed inside the passenger compartment of the entrant vehicle.
- All fuel systems shall have a positive locking, non-vented fill cap.
- Every vehicle shall be required to start by use of an electric starter. Roll starting vehicles is not allowed unless the starter is damaged during competition. Outside assistance rules apply.
- Brakes are required for all competitors. Brakes on all four wheels are mandatory. They must be in working order and be leak free. Pinion brakes are OK so long as they are sufficient to lock up the tires at the Technical Inspector's discretion.
- Transmission/transfer case output brakes are not permitted as a primary brake system.
- All vehicles shall have an operational reverse gear.
- All electrical wires must be tied up and secure. A master kill switch is required for Class C and must be accessible to the Driver while fully restrained in the seat. All-metal master kill switches are required. It is recommended to mount the kill switch as close to the battery as possible.
- Batteries shall be mounted securely. No bungee cords, rope, tape, etc. allowed as a means to secure the battery. Factory foot-type mounts are allowed in Class A only.
- Entrant vehicles shall have a minimum of 4 wheels and tires. Three and two wheeled vehicles are not allowed. ATV vehicles are not allowed. UTV vehicles are allowed in Class U or C only.
- Class A, B, and C vehicles are required to have functioning four wheel drive.
- Winches shall be required for Class A, Class B, and Class C. Required winch shall be on the front of the vehicle. Required winch shall be operational and sufficient to extract the entrant vehicle. Come-a-longs or similar devices are not considered "winches" under the rules of ECORS. Vehicles with receiver mounted winches are allowed to mount the winch anywhere on the vehicle so long as there is a receiver mount on the front of the vehicle to allow appropriate use of the winch.
- Entrant vehicles that contain steel wire rope on the required winch shall also carry and properly use a dampener while winching. This dampener may be a blanket or bag.
- All entrant vehicles are required to have a minimum of one tow point on the front and one on the rear of the vehicle. The Technical Inspector will determine if the tow point is of sufficient strength for the vehicle.
- All doors shall securely latch.
- Class A requires the use of full factory doors and glass unless a sufficient roll cage has been installed.
- All steering components, u-joints, and fittings must be in good working order.

- All items must be securely fastened in the vehicle. (no loose items rolling around)
- Firewalls shall separate the passenger compartment from any rotating parts, engines, transmissions, transfer cases, and fuel cells. Firewalls shall be metallic and free from excessive holes.
- All items, components, or contents of the vehicle that fall off on the race course shall be immediately removed from the course by the participants.
- Entrants shall finish the race with the same vehicle as the entrant started with.
- All air bag systems shall be disabled.
- All vehicles shall be equipped with an operational horn. Disposable air horns are permitted but must be securely fastened within reach of the driver.
- A minimum of one operational headlight and tail light is required on each vehicle. It is highly recommended to have working brake lights on all vehicles.

- VEHICLE SAFETY EQUIPMENT

- Roll cages must be constructed of round steel structural tubing with a minimum of 1.5" OD for the main support structures. Excessive holes, cracks, deformations, or other imperfections in the roll cage bars may not pass technical inspection. Be sure your roll cage is of sound construction. Class U roll cages shall be constructed of round steel structural tubing with a minimum of 1" OD. Factory roll cages on Class U vehicles that do not meet this requirement may be sufficient but require prior approval.
- Roll cages may only be constructed from steel. No aluminum or other non-ferrous alloy or composite construction for roll cages. Factory roll cages on Class U vehicles that do not meet this requirement may be sufficient but require prior approval.
- All vehicles shall have a full factory hard top (including glass and doors) or a combination of hard top and roll bar or full roll cage. Roll cages are required in Class C.
- The roll cage/bar must have a minimum clearance of 3" from the helmet to any portion of the roll cage for the driver and co-driver while fully restrained in the vehicle.
- Roll bars must be at least a single hoop at or near the driver and co-driver seat where it provides maximum protection to the occupants in the event of a roll over. Roll bars must include at least one diagonal support tube on each side of the vehicle ultimately resulting in a minimum of a 4-point connection to the vehicle.

- Roll cages must be at least two hoops that encapsulate the driver and co driver compartment and installed in a manner that provides maximum protection to the occupants in the event of a roll over. Roll cages must include at least one diagonal support tube on each side of the vehicle ultimately resulting in a minimum of a 6 point connection to the vehicle.
- All connection points of a roll bar or cage must be made to structurally sound material and should adequately support the forces experienced during a roll over in the most extreme race conditions.
- Construction, connection points, etc. of roll bars and cages are at the Technical Inspector's sole discretion. Appeals must be filed with the Race Organizers during the technical inspection time period.
- A seat belt with shoulder strap shall be the minimum allowed for Class U and A, and shall be used for all competitors during all operations of the vehicle. No lap belts allowed.
- A 5-point harness shall be properly installed and used for all entrant vehicles in Class B and C.
- 5-point harnesses shall be mounted to a structural member of the vehicle chassis. In Class B only, mounting of harnesses to factory seat belt mounting points is allowed. In Class B only, if the harness must be mounted to sheet metal, large diameter reinforcing washers must be utilized at the connection point to distribute the forces through a larger area. Reinforcing washers are at the Technical Inspector's sole discretion.
- All driver restraint systems shall be quick-release.
- All driver restraint systems shall be commercially manufactured products. Home-made or piece-together restraint systems are not allowed. All Class B and C restraint systems may not be more than 3 years old from the date of manufacture as shown on the factory installed tags. Re-certification of harnesses by a qualified certification company is allowed.
- All restraint systems shall be properly mounted.
- All components of the restraint system shall be worn at all times while the entrant vehicle is in motion.
- Safety nets are not required.
- Seats shall be passenger vehicle type. Bench seats are not permitted.
- Vehicles where harnesses are utilized shall have seats that are manufactured specifically to allow proper use of driver and co-driver restraint system.
- Seats in Class C shall be mounted to a structural member of the vehicle chassis. Seats in Class C mounted to sheet metal are not allowed.
- Spotter ropes are permitted. Spotter ropes shall not contain loops and shall not be wrapped around any body part during use.
- While Driver and Co-driver are fully restrained inside the vehicle with all safety equipment, both shall be able to exit the vehicle completely in 10 seconds or less.

- IDENTIFICATION OF VEHICLES

- All entrant vehicles shall display the proper entrant/team number. All other numbers shall be removed or covered during competition.
- Entrant/Team numbers are assigned on a first-come-first-choice basis upon registration. In the event of a conflict, the entrant number that completed all entry forms first with proper payment and submitted to R3 Event Management, LLC has seniority.
- Prior annual ECORS member entrant numbers have seniority over future competitor entrant number requests.
- For situations where conflicts in entrant numbers, ECORS will make the final decision for number assignments.
- Entrant numbers may not be traded, bought, sold, or exchanged between competitors at any time.
- Entrant numbers shall be displayed on both the driver and passenger sides of the vehicle as well as on the front in an obvious location.
- Entrant numbers on the sides of the vehicle shall be minimum of 6" tall and have a line width no less than $\frac{3}{4}$ ". Entrant numbers on the front of the vehicle shall be a minimum of 4" tall and have a line width no less than $\frac{1}{2}$ ".
- Entrant numbers shall be a color that is contrasting to that of the background.
- Entrant numbers may be decals, paint, tape, or any other suitable material that is easily recognizable and durable.
- Entrants are responsible for ensuring numbers are easily visible for proper scoring.
- Entrant numbers must consist of alpha/numerical characters only and be no greater than 4 characters. Maximum allowable use of alpha characters is one.
- R3 Event Management, LLC assumes no responsibility for scoring vehicles with unrecognizable numbers. It is the sole responsibility of the entrant to maintain numbers in recognizable condition.
- On multiple lap courses, the entrant may be required to stop at the checkpoint set up at the Start/Finish line to allow the course official to record vehicle number, lap count, and time. Entrants shall not proceed until notice has been given to continue by the Race Official. It is recommended that entrants

shout their entrant number for proper scoring and to help reduce confusion.

- ECORS recommends numbers to be cut-out stencils to allow reading of the number in the event mud or dirt covers the vehicle during an event.

- **EVENT TIMING**

- Upon a participant vehicle entering a race course in the attempt to compete, time will not stop until that participant vehicle has crossed the finish line.
- In the event that a vehicle has been damaged as to where it cannot safely finish the course or cannot finish the course for any reason, this participant vehicle will be scored as a “DNF”.
- In the event that a vehicle has been damaged as to where it cannot safely start the course at any time, this participant vehicle will be scored as a “DNS” and will not earn any points for that event.
- The primary scoring method shall be the official time.
- In the event the primary scoring method fails, the backup timing systems shall used by the event personnel to determine the official time.
- Backup and primary timing methods can be, but not limited to: stop watches, computerized timing, infrared timing systems, or real time video-taping.
- ECORS reserves the right to add Event Timing methods that may require the competitor to purchase or rent additional equipment to compete in each event.
 - Notification of additional equipment required will be made a minimum of 45 days prior to the date of the event.
- It is the responsibility of the Team to time and keep track of the laps for their team as a secondary backup in the event that the primary timing and scoring method fails or is damaged. If discrepancies exist, this is the Team’s backup scoring method.
 - ECORS will have primary and secondary scoring and timing methods.
- Time continues regardless of any situations, incidents, etc. during the event with the exception of an injury that requires medical evaluation or assistance. Only Race Organizers have the authority to stop the race for any reason.
- A participant’s official time shall be the total elapsed time between the start and finish. Where courses are organized to include multiple laps, the official time shall end upon completion of the required number of laps for the course. If a participant fails to stage and meet their start time, their time will start on schedule and they may enter the race at any staggered start interval. Team must seek and wait for

approval by Race Organizers prior to entering.

- Some events may be organized in a way that changes the scoring and timing methods. These methods will be published no later than 10 days prior to the date of the event.

- **EVENT FORMAT**

- Due to the varying nature of racing and event venues, each event shall have its own separate format.
- Event format shall be published no later than 10 days prior to the published event date.
- Although race events will typically be scheduled during the day, weather and/or other factors may require events to take place in low-light or dark conditions. Be prepared for this situation at all times.
- Events that are delayed or postponed due to severe weather, darkness, injuries, vehicle damages, or any other reason, may be re-scheduled for the following day or dates. Refunds are not given for non-participation due to delays.
- Race Organizers reserve the right to change or modify the format of each event for any reason at any time without prior notification.

XIV. SPECIAL EVENTS

- Special Event rules shall be issued no later than 30 days prior to the published Special Event date.
 - A rock crawl or hill climb is considered a Special Event
 - An ECORS event may be modified and marketed beyond its norm. These events, although still part of the Series, may be considered a Special Event.
- Special Event rules are in addition to this Rule Book.
- Special Events participants shall comply with this Rule Book for entry into any Special Event.
- Special Event rules may require additional rules or expand upon the rules within this Rule Book.

XV. PITS

- Some events may require a pit area. This area will be designated by Race Officials.
- Teams shall notify R3 Event Management, LLC, upon on-site registration, of any members of the pit.
- Pit team members shall be limited to five members in addition to the registered Team Drivers.
- Pit members shall only be allowed to help prep, repair, re-fuel, etc. of the race vehicle in the pit area only. Any assistance by these pit team members outside of the pit area shall be considered Outside Assistance and the entrant may be disqualified.
- A minimum of one (1), 5 lb ABC fire extinguisher shall be required for each pit team. Fire extinguisher shall be charged and have an operational gauge.
- Non-permeable tarps shall be placed on the ground for all work that could result in the spillage of fluids. Examples:
 - Differential oil draining
 - Transmission/transfer case oil draining
 - Engine oil draining
 - Coolant draining/spilling
 - Re-fueling
- Vehicles leaving the pit area boundary will be considered as leaving the race course and may be grounds for disqualification.
- There are no specific entry/exit rules for the pit area. All venue/event specific rules for pit areas will be addressed at the event driver's meeting.
- Speed limits in the pit area is restricted and will be announced during the driver's meeting.
- Competitors may use the pit area for work on the competitor vehicle. No driving through the pit in lieu of the course with the intention of avoiding a section of the course.

XVI. CLASSES

- Classes shall be determined to allow for fair competition between competitors.
- As rules are updated, vehicles are expected to meet the updated rules. Vehicles that raced in a minimum of three (3) events the prior year and that were annual ECORS members are "grandfathered"

in when classifying the vehicles for each specific class for the following season.

- Grandfathered vehicles have 1 season to have the vehicle meet the current rule book.
- Grandfathered vehicles must meet the minimum safety requirements as outlined in the current rule book.
- If updates, changes, or repairs are made to items that are grandfathered, these items must be brought up to current rule book requirements.
- There shall be a total of four (4) classes for 2012, Class A, Class B, Class C, and Class U.
- Classes may be added or removed at the discretion of the Race Organizers.

Class A Performance Guidelines

- All vehicles in Class A shall originate from an auto manufacturer for which a minimum of 1,000 units are produced annually and sold within the United States.
 - If a Red Card is filed to challenge a competitor for this rule, the challenged competitor has 24 hours to provide written documentation of the production numbers.
- All suspension shall be “factory type” but modifications must not conflict with any other rules within this section.
 - Aftermarket lifts are OK
 - Long arm suspension is OK (example: Jeep Cherokees, TJ, etc.)
 - $\frac{3}{4}$ elliptical leaf spring setups are OK
 - Air bumps are OK so long as they are not used as a primary means for supporting the weight of the vehicle. They must act as bump stops.
 - Utilizing a double triangulated 4 link suspension setup, etc. (custom designed) is not allowed.
 - Competitors are responsible for obtaining written approval from ECORS prior to modifying any suspension that may appear to conflict with this rule.
 - All suspension components that locate the axle must mount to the factory “frame”
 - All suspension components that support the weight of the vehicle at rest must mount to the factory “frame” or in a way that is consistent with the factory setup.
- Tires may not be greater than 35” tall as noted on the sidewall of the tire.
- Vehicles with tires greater than 35” tall are not allowed in Class A unless the vehicle was outfitted with larger tires from the factory. Competitors who may need an exception to this rule are required to notify ECORS in advance and receive written approval.

- There is no restriction for axle upgrades unless the upgrade conflicts with any other requirement for Class A.
- Vehicles are not allowed upgrades that include vehicle supporting tunable shocks (air shocks, coilovers, struts, etc.) in place of torsion bars, leaf springs, coil springs, etc. unless this item was factory installed for the vehicle make and model.
- Factory engine swaps are OK
 - Engine must be a factory option for the vehicle make and model
 - EFI and Propane upgrades are OK on factory engines.
- Forced induction (turbo, blower, super chargers, etc.) is limited to that which is available for the vehicle make and model from the factory.
- Power adding booster injections (nitrous, propane, etc.) are not approved for use in Class A.
- All Class A vehicles must retain the factory frame continuously from the centerline of the front axle to the centerline of the rear axle.
 - The frame must act as the significant support structure for the vehicle
 - Both passenger side and driver side rails must be utilized
 - Repairs and reinforcing of frame is allowed
 - Frame rails must be continuous
 - Significant modification of frame is not allowed and is at the discretion of ECORS.
 - Centerline of the axle will be measured when the vehicle is parked and at its rest position.
 - Modifying the body of a “unibody” vehicle is not considered significant modification unless it affects any other rule within the Class A requirements.
- A hood and grill resembling that of the original vehicle must be installed on the front of the vehicle.
- To qualify for Class A, competitors must be able to say YES to the following items
 - No tunable vehicle-supporting shocks (air shocks, struts, coilovers, etc.)
 - Tire size maximum of 35”
 - No non-factory engine swaps or factory engines with aftermarket turbo, super charger, blower, or booster injections
 - No suspension modifications other than that allowed under rule #2 above.
 - Factory frame must extend continuously from the centerline of front axle to the centerline of the

rear axle.

- Vehicle hood and grill installed on front of vehicle.
- Suspension components mounted to factory frame
- Class A vehicles must also meet all recovery and safety guidelines as outlined within this Rule Book.

Class B Performance Guidelines

- All vehicles in Class B shall originate from an auto manufacturer for which a minimum of 1,000 units are produced annually and sold within the United States.
- All suspension types are allowed.
- All vehicles in Class B should have a hood and grill installed on the front of the vehicle and should resemble that of the original factory setup.
- All vehicles in Class B shall have at a minimum, a factory frame from the front of the engine to behind the back seat of the driver and co-driver.
 - “front” of the engine is defined as even with the face of the crank pulley.
 - “behind” the seat is defined as any point past the base frame of the seat.
 - Extensive modification of factory frame is not allowed and is at the discretion of ECORS.
 - Repairs and reinforcing of frame is allowed.
 - The frame must act as the significant support structure of the vehicle.
 - Both passenger and driver side frame rails must be utilized.
 - Frame rails that are retained must be continuous.
- At a minimum, suspension locating components of at least one (1) axle shall be mounted to the factory frame in two (2) places.
- Engine swaps are OK
- Class B vehicles are restricted to 44” diameter tires.
- Class B vehicles are required at least 1 locker.
- Class B vehicles must also meet all recover and safety guidelines as outlined within this Rule Book.

Class C Performance Guidelines

- All vehicles in Class C are unlimited.
- All vehicles in Class C are approved so long as they meet the safety rules and regulations outlined within this Rule Book.

Class U

- All vehicles in Class U shall be of the UTV designation and originate from a typical production UTV.
- Engine swaps outside of what was available for that UTV are allowed.
- All suspension types and upgrades are allowed.
- All vehicles and competitors in Class U shall follow the same minimum safety guidelines as outlined for Class A within this Rule Book excluding section XVI, Classes, Class Performance Guidelines.
- Class U does not require the use of fire suits but drivers and co-drivers shall wear a minimum of UTV/ATV protective riding gear.
- All drivers and co-drivers shall be a minimum of 18 years of age unless prior approval and permission has been obtained by R3 Events Management, LLC.

End of Rule Book