General Information

Class Number Range & Fee Level

Refer to individual sections for detailed specifications for each class listed below

Trucks and Buggies

Class	No. Range	Description	Level
Trophy Truck	1-99	Trophy Truck Unlimited - Front engine - solid rear axle	1
Trophy Truck Legends	1L-99L	Trophy Truck Unlimited - Drivers 50+ Years of age	1
Class 1	100-199	Unlimited single or two seat buggy with IRS	1
Trophy Truck Spec	200-299	Trucks/SUV with stock sealed V8 engine	2
Class 3	300-399	Short wheelbase 4x4 vehicles - 108" max. w.b.	2
Class 5 Unlimited	500-549	Unlimited Baja Bugs	2
Class 5-1600 Limited	550-599	Baja Bug - 1600cc Max.	3
Class 7	700-739	Open production Mini or mid-size trucks	2
Class 7SX	740-769	Modified version of stock Mini-trucks	3
Stock Mini	770-799	Stock mini-trucks	3
Class 8	800-899	Full-sized, two-wheel drive truck	2
Class 9	900-999	Single or two seat buggy - 1600cc - 100 in. max. w.b.	3
Class 10	1000-1099	Limited, sealed engine single or two seat buggy	2
Class 11	1100-1199	Stock VW Sedans	3
SCORE Lites	1200-1299	Limited single or two seat buggy - 1776cc max. displ.	2
Pro Truck	1350-1399	One design - Limited production	2
Sportsman Unled Truck	1400-1499	Unlimited trucks competing for Sportsman Trophies	4
Sportsman Unled Buggy	1500-1599	Unlimited buggy competing for Sportsman Trophies	4
Class 1/2-1600	1600-1699	Single or two seat buggy - 1600cc Max.	2
1700 JeepSpeed	1700-1799	JeepSpeed Challenge Class	3
Sportsman UTV	1800-1849	UTVs competing for Sportsman Trophies	3
Pro UTV Unlimited	1850-1899	Unlimited UTVs - Non-production models	4
Pro UTV Normally Asp.	1900-1999	UTVs - Normally aspirated	3
Class 2	2000-2049	Unltd open car/truck - No restrictions	2
Sportsman Ltd Truck	2050-2099	Trucks limited to leaf springs only	4
Pro UTV Forced Ind.	2900-2999	UTVs - Forced Induction	3
Class 3000	3000-3099	Unlimited buggy - 2.2 / 2.4 liter Ecotec® engine	2
3700 JeepSpeed	3700-3799	JeepSpeed Cup Class	3
Stock Sportsman UTV F.I.	3900-3969	Showroom Stock UTV Forced Injection	4
Stock Sportsman UTV N.A.	3970-3999	Showroom Stock UTV Normally Aspirated	4
Hammer Truck Unlimited	4400-4499	Rock Crawler Buggy type unlimited vehicle	2
Hammer Truck Limited	4500-4599	Rock Crawler Buggy type limited vehicle	2
Trophy Lite	6000-6099	Unlimited mini-mid-size truck 2.2-2.4 L Ecotec® engine	2
Heavy Metal	8000-8099	Open Production Truck - V8 engine	2
Stock Full	8100-8199	Stock full-sized trucks	3
Baja Challenge	BC1-BC99	Spec design open wheel buggy	4
Trailblazer Class	V+Comp No.	Vintage Class - Cars and Trucks 1982 and older	4
Innovator Class	Comp No.+V	Vintage Class - Cars and Trucks1983-1992 and older	4

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Motos & Quads			
Pro Moto Unlimited	**1x-99x**	**Motorcycles - 400cc displacement or larger**	**Moto**
Pro Moto Limited	**100x-149x**	**Motorcycles - 200cc to 400cc displacement**	**Moto**
Sportsman Moto	**200x-299x**	**Moto riders competing only for Sportsman Trophies**	**Moto**
Pro Moto 30	**300x-349x**	**Riders 30 years of age and older**	**Moto**
Pro Moto 40	**400x-499x**	**Riders 40 years of age and older**	**Moto**
Pro Moto 50	**500x-599x**	**Riders 50 years of age and older**	**Moto**
Pro Moto 60	**600x-649x**	**Riders 60 years of age and older**	**Moto**
Moto Ironman	**700x-799x**	**Single rider competing entire race distance**	**Moto**
Pro Quad	**1A-49A**	**Pro class -**	**Quad**
Sportsman Quad	**100A-149A**	**Quad riders competing only for Sportsman Trophies**	**Quad**

Terminology

The following nomenclature, definitions and abbreviations shall be used in the SCORE Rules and Regulations, Supplementary Rules and Regulations, Entry Forms, Newsletters, and for general use.

RULE USAGE

SCORE Promotion: Any Event fully produced by SCORE International.

SCORE Co-Promotion: SCORE International working with another promoter to conduct an event.

SCORE Sanction: The authority granted by SCORE International to organize and conduct an event.

SCORE Rule Usage: Events run under SCORE International Rules, the use of which requires written approval from SCORE, payment of a usage fee to SCORE, the execution of an indemnification and hold harmless agreement, in a form acceptable to SCORE.

ORGANIZATION TERMINOLOGY

SCORE: SCORE International

Event: An entire program of races.

Race: A contest between one or more classes vehicles.

Class: Vehicles in a category may be grouped in classes. The class for which a vehicle is qualified may be determined by engine displacement, pounds per cubic inch ratio, seating capacity, or any other method listed in the SCORE rules or the supplementary regulations for the event in which the vehicle is entered. Classes may be combined at the discretion of SCORE.

Entrant: A Driver, Rider, Co-Driver or Co-Rider, whose entry is accepted for an event.

Entry Application: A form or on-line application supplied to prospective entrants. Entry applications must be completed as printed with no additions or deletions.

Driver/Rider of record: The person named to be the operator of a vehicle entered in an event.

Co-Driver/Co-Rider: A person listed on the entry application as a Co-Driver/Co-Rider who is eligible to drive/ride a vehicle in a competition or may occupy the passenger seat of a vehicle entered in an event.

Contestant: A person named to compete in a race as either a Driver/Rider or Co-Driver/Co-Rider.

OFFICIALS

Race Director: The person selected by SCORE to be the senior official responsible for officiating the event.

Race Official: An individual designated by the Race Director to officiate at an event including those persons designated to monitor or direct race vehicle traffic on, on to, or off a track or course.

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Technical Director: The technical director shall ascertain by visual examination that vehicles entered in an event comply with the competition and supplementary regulations for the event. Only the Technical Director may disqualify a competitor for technical reasons.

Technical Advisor: The technical advisor shall submit data to the technical director concerning compliance to the competition and supplementary regulations of the event.

Checkpoint Captain: The checkpoint captain will be the race officials for his immediate area (under the direction of the Race Director) and shall be responsible for establishing and directing the operations of his checkpoint.

Medical Director: The medical director shall be responsible for coordinating, staffing, and directing operations of all medical personnel.

Chief Scorer: A person appointed by the Race Director to be responsible for scoring an event.

Chief Timer: A person appointed by the Race Director to be responsible for timing an event.

Starter: The starter will be responsible for starting each event under the direction of the Race Director.

EVENT TERMINOLOGY

Supplementary Regulations: Regulations which are normally consistent with the SCORE rules and which define special or additional rules for a specific event. These can be found in the Racer Brief and Penalty Bulletin

Race Operations: Headquarters for the race officials and subsequent coordination of race activities.

Impound: A specific location with limited personnel access designated for the containment of all race vehicles prior to and immediately following an event.

Contingency: A contingency is the commitment made by a contract with a manufacturer, company, or individual and SCORE to post or pledge a certain amount of cash or product as an award to contestants for using a certain vehicle if required. Decals are generally required and must be assumed to be required unless otherwise stated. Unless otherwise stated the contestant must finish the event in order to be eligible for contingency awards.

Payback: Only Pro class finishers qualify for a share of cash purse. Pro Payback schedule is based on number of entrants in each class, and top three finishers may be eligible for payout. There is no payback for Sportsman class as they compete for trophies only.

VEHICLE TERMINOLOGY

Vehicle: Any of the Cars, Trucks, Motos, or Quads listed in SCORE classes.

Models: A particular body, chassis, or engine.

Four-Wheel Vehicle: A self-propelled land vehicle that has at least four-wheels which contact the course surface. The wheels must not be mounted on a common line. (The wheels must make at least two tracks). At least two-wheels must be used for steering and no more than two may propel the vehicle. (Four-Wheel Drive Classes excepted.)

Four-Wheel Drive Vehicle: A self-propelled land vehicle that has at least four wheels which contact the course surface. The wheels must not be mounted on a common line. (The wheels must make at least two tracks.) At least two wheels must be used for steering and the vehicle must be capable of being driven by all four wheels.

Motorcycle: A self-propelled land vehicle that has at least two-wheels which contact the racecourse surface. The wheels must be mounted on a common line. (The wheels must make only one track when driven in a straight line.)

Belly Pan/Skid Plate: A solid metal floor covering that offers protection for the underside of the vehicle and its occupants. It must be the width of the frame or body and extend from forward of the occupant's feet to the rear of the seats.

Weight: Shall be considered wet weight for closed course and dry weight for long course. (Dry weight is with all fuel tanks drained). Tools, spare tires and spare parts must be removed, but otherwise the vehicle must be race ready. ***Hand-held fire extinguishers, first aid kits and radio equipment must remain in vehicle***. Official weight will be considered weight shown on official scales. Roll cage rule weight will be race ready as the vehicle sits on the starting line, minus the weight of the fuel. *(Rev 5.15.16)*

Naturally Aspirated: A naturally aspirated engine in which air intake depends solely on atmospheric pressure and which does not rely on forced induction through a turbocharger or a supercharger.

Forced Induction: A **forced induction** engine uses a gas compressor to increase the pressure, temperature and density of the air. This is accomplished by use of a turbocharger or supercharger.

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Conversion Charts

Distance	**1 Inch (in) = 2.54 Centimeters (cm) = 25.4 Millimeters (mm)** **1 Foot (ft) = 12 Inches (in) = 30.48 Centimeters (cm) = 1 Foot (ft) = .3048 Meters (m)** **1 Mile (mi) = 5280 Feet (ft) = 1.6093 Kilometers (km)** **1 Millimetre (mm) = 0.1 Centimeters (cm) = 3.2808 Feet (ft)** **1 Metre (m) = 100 Centimeters (cm) = 3.2808 Feet (ft)** **1 Kilometre (km) = 1000 Metres (m) = .62137 Miles (mi)**
Square Area	**1 Square (in^2) = 6.4516 Square Centimeters (cm^2)** **1 Square Foot (ft^2) = 144 Square Inches (in^2)** **1 Square Mile (mi^2) = 640 Acres (acre)** **1 Acre (acre) = 43,560 Square Feet (ft^2)** **1 Square Centimeter (cm^2) = 100 Square Millimeters (mm^2)** **1 Square Meter (m^2) = 10.7636 Square Feet (ft^2)**
Cubic Volume	**1 Cubic Inch (ci^3) – 16.387 Cubic Centimeters (cc^3)** **1 Cubic Centimeter (cc^3) = .01 Liter (L)** **1 Cubic Foot (ft^3) = 1,728 Cubic Inches (ci^3)** **1 Cubic Foot (ft^3) = 0.02831 Cubic Meters (m^3)** **1 US Gallon (gal) = 4.0 US Quarts (qt) = 231/0 Cubic Inches (ci^3)** **1 US Gallon (gal) = 3,7854 Liters (L)** **1 Cubic Centimeter (cc^3) = 1000.0 Cubic Millimeters (cm^3)** **1 Cubic Centimeter (cc^3) = 0.06102 Cubic Inches (ci^3)** **1 Liter (L) = 1000.0 Cubic Centimeters (cc^3)**
Weight	**1 Ounce (oz) = 28.350 Grams (g)** **1 Pound (lb) = 16 Ounces (oz) = 453.59 Grams (g)** **1 Gram (g) = 0.00220 Pounds (lb)** **1 Kilogram (kg) = 1000 Grams (g) = 2.2046 Pounds (lb)** **Water = 8.34 Pounds per US Gallon (lbs/gal)** **Gasoline = 6.2 Pounds per US gallon (lbs/gal)**

Fraction Equivalents

Fraction	Decimal	Fraction	Decimal
1/16	.0625	9/16	.5625
1/8	.1250	5/8	.6250
3/16	.1875	11/16	.6875
1/4	.2500	3/4	.7500
5/16	.3125	13/16	.8125
3/8	.3750	7/8	.8750
7/16	.4375	15/16	.9375
1/2	.5000	1	1.0000

Useful Formulas

Cylinder Volume (displacement) = $\frac{3.1416 \times \text{bore} \times \text{bore} \times \text{stroke}}{4}$

Engine Displacement = cylinder volume x number of cylinders

Deck Height = The measure from the top of the piston to the top of the cylinder

Deck Volume = $\frac{3.1416 \times \text{bore} \times \text{bore} \times \text{deck height}}{4}$

Head Volume = The volume of the inside of the head that fits over the engine cylinder

Compression Ratio = $\frac{\text{cylinder volume + deck volume + head volume}}{\text{deck volume + head volume}}$

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