Competition Regulations 3.10.25

These regulations apply to all classes unless otherwise noted in supplementary class regulations. Unless the class requirement or safety regulations specifically state that a modification or optional equipment is permitted, it will not be allowed. SCORE's intent when prescribing specifications for safety equipment for vehicles that will compete under SCORE rules is to provide adequate protection to all entrants and spectators. SCORE does not intend to restrict the general or specific design of any vehicle or development of competitive vehicles and encourages all entrants to give full attention to safety requirements.

Any deviation from the general rules at any SCORE promoted or sanctioned event will be contingent upon the approval of SCORE in writing in advance of the event.

When operating vehicles on the race course, at any time, including pre-running and testing, entrants must wear an approved helmet, head and neck restraint (HNR) in four-wheel vehicles, safety harness, protective clothing, eye protection, and safety equipment. All safety harness, window nets and vehicle body components must be properly secured at all times when vehicle is in motion.

SAFETY EQUIPMENT

CR 1 HELMETS and HEAD AND NECK RESTRAINTS (HNRs)

ALL HELMETS must meet one of the following listings for approved helmets, Snell, SFI, ECE, or FIA. Only helmets that meet the approvals LISTED BELOW are acceptable. *All helmets must be full-face design and in good condition. Competitors must present helmet for tech inspection at each event!* Helmets are useable for up to ten (10) years from sticker date

HEAD and NECK RESTRAINTS (HNRs) are required to be worn by all drivers and co-drivers of four-wheel vehicles competing in all SCORE events. ***HNR devices must be presented along with helmets and driving suits at technical inspection for each event***. All head and neck restraints (HNRs) must meet SFI Foundation Specification 38.1 standard or FIA 8858-2010 standard. HNR Life is ten (10) years from sticker date.

All Snell, SFI and FIA stickers on helmets and HNRs must be in good condition and legible!

FOUR-WHEEL VEHICLES - Helmets must meet the following specifications:

Snell - **SA2015 and newer helmets are allowed to be used in 2025 season. Must have a legible Snell sticker attached.**

FIA - Standard 8859-2015 or 8860-2010, with a legible FIA sticker attached.

SFI - 31.1 with legible SFI sticker

MOTORCYCLES AND QUADS - Helmets must meet the following specifications:

- **Riders** must wear a helmet which is in good condition, provides a good fit and is properly fastened at all times when riding on the racetrack.
- **Any modifications** to the helmet for any purpose should not detract from its effectiveness. Helmet certification must be affixed to the helmet at all times.
- **Helmets must be of the full-face type** and conform to one of the following recognized standards with a label affixed certifying its approval.
- USA: SNELL M2015, SNELL M2020D (SNELL/DOT) or SNELL M 2020R (SNELL/ECE)
- United Nations: ECE 22.05 os ECE 22.06 (“P”)
- Japan: JIS T 8133:2015 (only “Type 2 Full Face”)

CR 2 PROTECTIVE CLOTHING

Four-Wheel Vehicles Personnel

ONE-PIECE DRIVING SUITS ARE MANDATORY. Drivers suits must be in good condition and free of any damage including broken zippers, holes, tears, rips, etc.

All Driving suits must be certified to **SFI 3.2A Standards.** Driving Suits certified to **SFI 3.2A/1, 3.2A/3 or 3.2A/5 are recommended.** Suits must cover the body from the neck to the ankles and wrists. Suits rated **SFI 3.2A/1 must be worn with a complete layer of underwear certified to SFI 3.3. NOTE:** This underwear is **mandatory** when wearing **SFI 3.2A/1** rated suits and underwear must be presented along with driver suit at tech inspection. **SFI 3.3 underwear** is also recommended for use with suits rated SFI 3.2A/3 and higher.

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Driving gloves and shoes are recommended and must be made of leather and/or other fire-resistant material containing no holes. Synthetic materials will melt!

Motorcycles and Quad Riders

Helmets (see **CR 1** above), full-length boots, gloves, goggles or faceshield, shoulder pads, chest protectors, and padded trousers are minimum required protective gear.

Backpack type bladders designed to conveniently transport liquids is also very highly recommended. Sections of certain SCORE race courses may encounter excessive temperatures, and the ability to continually hydrate is essential for performance and well-being.

CR 3 EYE PROTECTION and DENTURES

Shatter resistant eye protection is required for all occupants competing in/on vehicles. Those competing in closed cockpit vehicles must have eye protection available in the event the windshield is knocked out or broken. It is also recommended that entrants with dentures remove them prior to competing in an off-road event.

CR 4 FIRST AID KIT Four-Wheel Vehicles and Chase Vehicles

A suitable, weatherproof, emergency kit composed of individually packaged units must be carried in each vehicle. Each individual unit must contain at least the following items:

- (1) 4" Bandage Compress
- (1) 2" Bandage Compress
- (1) Triangular Bandage
- (8) 2" x 3" Adhesive Pads
- (16) 1" x 3.375" Adhesive Bandages
- (10) Prep Pads Treated
- (1) Eye Dressing Packet
- (10) Ammonia Inhalants
- (1) Ace Bandage

Motorcycles and Quads

Each rider must carry a suitable, weatherproof, emergency kit composed of individually packaged units. Each individual unit must contain at least the following items:

- (1) 4" Bandage Compress (16) 1" x 3.375" Bandages
- (1) 8cc (3 oz) Antiseptic (8) 2" x 3" Adhesive Pads
- (1) Eye Dressing Packet

CR 5 EMERGENCY SIGNALING DEVICES

All vehicles except Motorcycles and Quads must carry a minimum of two (2) fifteen (15) minute phosphorus emergency signaling flares during long course events. Also, all vehicles may be required to carry additional emergency signaling devices for these events. These devices may include folding safety triangles or red high-intensity strobe-type lights with magnetic base for use when stopped on or near course.

For safety, moto and quad riders are required to wear high-intensity BLUE strobe-type lights on helmet or upper back visible from back when competing in events that will run into darkness.

CR 6 HORNS

It is required that all vehicles except Motorcycles and Quads be equipped with a loud sounding device. Some classes may be required to run additional warning devices at designated events.

CR 7 REFLECTORS

All vehicles must have strips of red reflective tape or equivalent on the rear of the vehicle or moto/quad helmet. Minimum required is two (2) for four-wheeled vehicles and one (1) for Motorcycles and Quads. LED lights are not reflective and do not fulfill this rule.

CR 8 FIRE SUPPRESSION EQUIPMENT

Each vehicle except Motorcycles and Quads shall have a **MINIMUM** of one of the following systems.

Hand-held System:

1) - Consisting of a minimum of two (2) hand-held portable extinguishers. Minimum extinguisher size is **2.5 lbs**. A larger **5 lb.** size is highly recommended. One (1) extinguisher mounted inside the driver compartment within easy reach of occupants. A Second extinguisher must be mounted on the exterior of the vehicle to be easily accessible from outside.

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CR 8 FIRE SUPPRESSION EQUIPMENT

Hand-held System – *continued*

Each extinguisher must contain a minimum of 2.5 lb. clean gas agent, such as FK-5-1-12, Novec 1230, FE36, or Halotron. Extinguisher must be equipped with a capacity or pressure gauge and be fully charged. (Halon is no longer accepted due to environmental impacts).

2) - Vehicles with **50 gallons or more** fuel capacity must have the above designated fire-extinguishers **AND** also have One (1) hand-held portable UL approved 5 lb. (minimum) clean gas agent such as FK-5-1-12, Novec 1230, FE36, or Halotron. (Halon is no longer accepted due to environmental impacts). Extinguisher must be mounted on exterior of vehicle to be easily accessible from outside. **Fire extinguishers must be fully charged.**

On-Board System (Strongly Recommended):

1. System must be installed as per the manufacturer's requirements and to applicable FIA or SFI standards.
2. Bottle must be securely mounted within the vehicle's caged crash structure.
3. Activation may be mechanical, electrical, automatic, or any variation of these methods. A manual activation point (pull cable or push button) for mechanical or electric systems must be located within reach of the driver when belted in the vehicle. A second external activation point is strongly recommended for use by emergency responders. All activation points must be clearly indicated with an adjacent red and white circle "E" decal. For indicating cabin activation point, decal shell be affixed closest to the entry point of the vehicle where the system is most accessible from the outside.
4. The system is required to be serviced every 2 years, as per the FIA and SFI certification standards **AND** active prior to the vehicle leaving stage start with mechanical pins removed (mechanical systems) or electrical control box switched to on/armed position (electrical systems).

CR 9 SURVIVAL SUPPLIES

All vehicles competing in long distance events must carry at least two days of survival supplies and a minimum one (1) quart of water or other suitable liquid for each vehicle occupant or rider. Typical survival supplies may include the following:

- Firestarter and Matches
- BIC or equivalent lighter
- Emergency flashing strobe / Flares
- Map and Compass
- Paracord - 10' – 20"
- LED Flashlight and Extra Batteries
- Food - Energy bars
- Jacket – Desert nights can get cold!
- Mylar space blanket
- Rain poncho – Compact disposable

Refer to CR 4 above for First Aid Kit contents

SUSPENSION COMPONENTS

CR 10 SHOCK ABSORBERS and BUMP STOPS

At least one shock absorber per wheel, in working condition, must be used on all four-wheel vehicles. Other systems are contingent upon the approval of SCORE.

Suspension bump stops can only be made of rubber, plastic, urethane, etc. Other systems may be used in those classes that have no restrictions on suspension.

For classes that have wheel travel limitations the following will apply:

Front wheel travel will be measured at the centerline of the front spindle as the front suspension is stroked through its travel from metal stop to metal stop. Rear wheel travel will be measured at the centerline of the axle as the rear suspension is stroked through its travel from metal stop to metal stop. Stops will be non-removable and non-adjustable. If limiter straps are to be used for stops the bolts that mount them must be drilled so that a SCORE wire seal can be attached.

CR 11 SECONDARY SUSPENSION

Secondary suspension would include leaf springs, torsion bars, coil over shocks, air bags, Haga balls or any other item that changes the wheel rate at any point in its travel other than shocks and the stock suspension system that came with the vehicle.

Air shocks will be considered secondary suspension when charged to 200 PSI in its fully extended state and the static shaft pressure exceeds 300 PSI when fully collapsed.

Bump stops will be considered secondary suspension when they contact the suspension unit more than 4" before the end of its travel. Suspension bump stops can only be made of rubber, plastic, urethane, etc. Other systems may be used in those class's that have no restrictions on suspension.

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CR 12 WHEELS and TIRES

Snap-on hubcaps or wheel covers of any type are not permitted on any class of vehicle during competition. Tires will be visually checked for condition and must be considered safe by SCORE prior to competing.

It is highly recommended that all paint be removed from the mounting surfaces of the rim and the hub. (*Paint burns, blisters and peels, allowing the lug nuts to loosen.*) Wheels must be marked with vehicle number for identification if lost or abandoned. Maximum tire size listed by class. Tire outside diameter (O.D.) and pressure checked at 18 PSI on rim to be used.

CR 13 FASTENERS

All nuts, bolts, and component parts on each vehicle's suspension system, chassis and running gear must be secured with Grade 8 or better nuts and bolts and secured with either lock nut, cotter keys or safety wire and have at least one full thread showing through the nut.

STEERING and BRAKE COMPONENTS

CR 14 STEERING

Steering wheel play must be kept to a minimum. Drag link and tie-rod ends must be secured and keyed. All welded parts must be reinforced. If the steering shaft is not a factory production item, then the shaft must be welded, not brazed, to the wheel-mounting flange. Minimum specifications for the shaft are .750" O.D. X .060" wall thickness unless it is an original factory production item.

Steering must be considered safe by SCORE before the vehicle will be allowed to compete.

CR 15 BRAKES

Brakes must be in a safe working condition and able to apply braking force to "lock-up" all four wheels. Turning/steering brakes allowed. ***Brakes are OPEN. Any manufacture disc brakes are allowed.*** **(***5.15.16)*

ELECTRICAL SYSTEM

CR 16 IGNITION

Each four-wheel vehicle in competition must have a positive action on-off switch in good working order. The switch must be located within easy reach of the driver and marked or labeled **IGNITION ON-OFF**.

CR 17 BATTERIES

Batteries must be securely mounted with metal-to-metal tie-downs. All acid filled batteries mounted in the driver's compartment must be fully enclosed including top, sides and bottom of the battery. The container must contain the quantity of acid in the battery when inverted.

Aircraft batteries which are not covered but located in the driver's compartment are not acceptable. (*Batteries will be considered to be located in the driver's compartment if there is not a full bulkhead (firewall) separating driver and battery.*) Positive terminal must be insulated. Must retain OEM charging system. Additional alternator and battery acceptable. Effective ***January 1, 2024,*** additional alternators will not be allowed when prohibited in select supplemental class rules.

Certain classes, including *all Sportsman 4-wheel classes except quads*, are required to have a rear facing blue colored light in addition to the amber colored light. Size, illumination and mounting specifications same as amber light (above). Refer to specific class information to determine if your vehicle requires a blue light.

Rear facing lights must be in an operational condition before the vehicle will be allowed to start an event. During an event if the light fails it must be fixed or replaced at the next available pit location before proceeding in the race. Any light that is connected to a switch that allows the vehicle to move in any direction without the light being on will cause that entry to be penalized or disqualified.

All Motos and Quads

All Moto and Quad vehicles must have a minimum of one (1) headlight and one (1) taillight. All lights must be in operating condition at all times. Taillights must be on during the entire race. Tail light must be either powered by Moto or Quad generating system, or be a SCORE approved battery powered unit capable of operating for the entire event.

Effective June 1, 2022

All riders on motos and quads are required to have a rear facing, high-intensity, flashing **BLUE** LED light with Daylight Visible Flash (**DVF**) rated minimum100 lumens, and attached on the back of their riding gear and visible from a minimum distance of 200 yards (182 meters). Battery power must be sufficient to operate light for twelve (12) hours minimum. Unit must be positioned on helmet, or no more than nine (9) inches below bottom of helmet. Each rider must wear their own light unit.

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Light must be presented at tech inspection, and mount position and operation will be verified prior to start. Previously required RED light may continue to be used as a second warning light positioned BELOW the required BLUE light.

Off-Road Light Operation - All Vehicles

At no time must off-road lights be illuminated when there is oncoming traffic. All front facing off-road lights (except those for on-highway use) and light bars must be turned off when vehicle is being operated on any section of race course that is on a paved highway or public road. Only two (2) small lights suitable for normal highway driving can be in operation on these highways and roads. Small off-road lights may be used for this purpose if aimed for normal highway operation only.

Moto and quad riders are permitted to use high illumination helmet mounted lights for this requirement on highway sections.

All highway lights must be connected and operated by a separate auxiliary switch. All front facing lights and light bars for off-road racing use must also be turned off when in the 15 mph checkpoint zones. This regulation applies to all trucks, cars, UTVs, motos and quads, and also includes all team and chase vehicles. Violations by any of the above vehicle categories are subject to penalties or possible disqualification from event. Penalty or disqualification will be enforced immediately if violation is noted or reported at any time during the race.

CR 19 STARTERS

All vehicles except Motos and Quads must have a battery and on-board starter capable of starting the engine.

CR 20 FUEL

Any of the following commercially available gasolines, LPG, or clean-burning diesel fuel may be used. Individual class restrictions may apply to fuel type.

(1) Service station type pump fuel.
(2) Racing gasoline as manufactured.
(3) Natural or Propane Gas as manufactured.
(4) Commercial available Ethanol i.e. C85 or C95.

All other alternative fuels may be approved on request. No oxygen bearing fuel including alcohol or nitromethane is allowed.

Commercially produced, nationally advertised fuel additives may be used only in the quantities specified by the manufacturer and only if a sample of the gasoline with the additive is supplied for inspection to SCORE. Fuel samples may be taken at random before, during, and after the event.

CR 21 FUEL TANKS

Safety fuel cells are **required** for all fuel tanks in all classes except Moto and Quads, Auxiliary fuel tanks may be added to a vehicle in all classes except Class 11. Auxiliary fuel tanks must also be safety fuel cells. All fuel cells must be securely mounted, filled from and vented to the outside of the vehicle, and have a substantial cross-member between the fuel tank and driver in vehicles with rear mounted tanks. Must provide fuel cell manufacturers certification to tech at time of chassis inspection.

No other fuel containers will be allowed in/on any vehicle during a race. Safety fuel cells shall consist of a bladder enclosed in a metal (minimum of .060 thickness) container as described as follows:

Bladders shall be constructed of nylon or Dacron woven fabric impregnated and coated with a fuel resistant elastomer. **Rotary molded polymer fuel cells must be SFI and FIA approved. Maximum capacity for rotary molded polymer fuel cells is 32 gals.**

The minimum standards acceptable for physical properties are:

Test Type	Minimum Standard	Test Specification
Tensile Strength	450 lbs.	Spec. CCC-T-1916 Method 5102
Tear Strength	50 lbs.	Spec. CC-T-1916 Method 5134
Puncture Test	175 lbs.	Spec. Mil-T-6396 Article 4.5.17

These physical properties must be maintained throughout all areas of the finished bladder including seams, joints and fittings.

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Fittings and Connections
All fittings shall be built into the skin and bonded as an integral part of the tank or mechanically bound to the skin by a system of ring and counter ring with sealing by either a flat joint or with an "O" ring.

Container
The bladder shall be fully surrounded in a smooth skinned casing. The container shall be made of .060" Aluminum or steel. Other materials may be approved by SCORE Tech Director on request. Use of magnesium is prohibited. The container must be securely fastened to the frame or floor with bolts and/or steel straps.

Foam - Internal baffling is required in all fuel cells.

CR 22 FUEL FILLER LINES, VENTS, and CAPS

Fuel filler lines and caps must be mounted in a location where they cannot be knocked open or off during movement of the vehicle.

All fillers must be located within a line drawn from two extremities of the frame or body structure so as to prevent opening during a roll-over or accidental impact.

Fuel pick-up openings, lines, breather vents, and fuel filler lines shall be designed and installed so that if the car is partially or totally inverted fuel shall not escape. Fuel breather tubes must be routed completely around roll cage to form complete loop and open end must extend below bottom of chassis. Fuel breather lines must have a check valve. Fuel tank breathers must be vented outside the driver's compartment.

All fuel fillers attached to the frame or body must have a flexible coupling to the tank. Positive locking non-vented fuel filler caps (*no Monza/flip type*) are required.

If the fuel filler cap is located directly on the fuel tank a check valve is not required. If the fuel filler cap is not located directly on the fuel tank (*I.E. within 2 in.*), a check valve must be incorporated in the fuel tank to prevent fuel escaping if the cap and filler neck are torn from the tank. It is recommended that all lines, filler openings, and vents be incorporated in a single fitting located at the top of the fuel tank.

All fuel fillers must be surrounded at the outer extremity with a splash guard or boot designed to direct spilled fuel to the outside of the vehicle away from the driver, engine, and exhaust system when fueling. A body panel is acceptable as a splashguard if the fuel filler penetration is sealed.

EFFECTIVE BEGINNING May 15, 2023 ***(Extended from Original Jan. 1, 2023 Date)***

All fueling for vehicles, motos and quads must be done utilizing dry-break component systems. All fuel containers, dump cans and fueling hoses must be equipped with industry approved automatic shut-off devices.

ENGINES, TRANSMISSIONS and DRIVELINES

CR 23 ENGINE and ENGINE DISPLACEMENT

In limited engine classes, maximum displacement is specified, and SCORE may check engine displacement and location. In classes that require stock fuel injection, this will require the use of stock intake manifold and throttle body for the motor for which it is attached. Computer and injectors are open unless otherwise noted.

CR 24 ENGINE REPLACEMENT

No vehicle including Motos and Quads may replace a complete engine during an event. (*Closed course events excepted.*) Moto and Quad engine cases are considered to be engine blocks and may not be replaced, although internal parts (*gear, clutches, etc.*) may be replaced. SCORE may mark engine blocks and/or cases.

CR 25 TRANSMISSION

Every vehicle in competition except Motos and Quads must have a functional reverse. Four-wheel drive vehicles must be capable of being driven through the front wheels.

CR 26 THROTTLES

Each vehicle except Motos and Quads must have a foot throttle incorporating two (2) positive action return springs attached directly to the carburetor throttle arm and must register a minimum pull of two (2) pounds each. A positive stop or over-ride prevention system must be used to keep linkage from passing over center and sticking in an open position.

Hand throttle controls (4-wheel vehicles) may be allowed under special circumstances. Each application will be reviewed by Race Director and/or Tech Director for approval prior to competition.

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CR 27 EXHAUST

Each vehicle, regardless of class, may be required to be equipped with mufflers or forestry approved spark arrestor. Event Racer Brief will specify if these requirements are in effect for event. Exhaust system must be installed in such a manner as to direct the exhaust gases out of the body, rearward, behind the driver, away from the fuel tanks and tires, and placed in such a manner that will minimize the producing of dust. Exhaust pipes must extend at least to the rear of the driver's compartment.

CR 28 DRIVE SHAFTS

All front engine vehicles utilizing open drive shafts must have a retainer hoop securely mounted and located within 6" of the front universal joint. Four-wheel drive vehicles are not required to restrain the front driveshaft from the transfer case to the differential.

The retainer hoop may consist of either a .25" x 2" steel strap, 2" wide nylon webbing, or .750 diameter tubing, and must be securely attached to a body or frame member.

CR 29 FLYWHEEL SHIELDS

Front engine vehicles with standard transmissions require a bell housing certified to **SFI specification 6.1.**

CR 30 FLUID COOLERS

Oil coolers, transmission coolers, and radiators mounted ahead of the driver or in the passenger compartment must have a shroud behind the cooler that will prevent liquids from the cooler or its lines from blowing back onto the driver or co-driver. All hoses that run through the passenger compartment must be shielded as well.

CR 31 AUXILIARY EQUIPMENT

A generator, fan, water pump (*water-cooled engines*), and a complete functional electrical system must be connected and in operation at all times. Drive belts must be sufficiently tight to drive equipment in a satisfactory manner and without noticeable slippage. Thermostatically controlled accessory fans are allowed. Auxiliary equipment for certain classes may be waived during closed course events, however vehicles must have functional and working taillights.

CR 32 SUPERCHARGERS and TURBOCHARGERS

Superchargers and turbochargers are only allowed in those classes noted. Clean-burning diesel engines in stock classes which utilize stock turbochargers may be approved on an individual basis.

VEHICLE SAFETY EQUIPMENT

CR 33 ROLL CAGES

This section of the Rule Book pertains to the ***"Occupant Compartment"*** of the race vehicle. This section of the chassis is what will be referred to in the following guidelines and rules. Below are example diagrams of what the ***Occupant Compartment*** consists of, the Chassis sections are Highlighted in RED.

Roll Cages / Chassis

All vehicles in competition except Motorcycles and Quads must be equipped with a roll cage or built as a tube chassis platform. Minimum design and tubing size based on seamless 4130 chromoly tubing or ASTM 1018/1026 CDS/DOM. No aluminum or other non-ferrous material permitted.

CR33.001 Roll Cage and Annual Vehicle Inspection:

Beginning January 1, 2019, cage inspection will be valid for 12 months from date of previous inspection.

All vehicles must have their cages approved prior to racing in a SCORE event. Contact the SCORE Technical office to arrange this annual inspection. After passing inspection and paying Inspection fees all vehicles will receive a SCORE ID Tag that is always to remain with the vehicle. If the tag is removed or lost, re-inspection and retagging are required.

NOTE – ANY modification to an approved/tagged cage/chassis may render its approval invalid and may need to be re approved. All repairs to a roll cage damaged after an accident must be re-approved by SCORE International.

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CR33.002 Modification to an Approved Chassis / Vehicle: Any modification to an approved cage may render its approval invalid and may require re-approval. All repairs to a roll cage damaged after an accident must be re-approved by SCORE International.

CR33.003 Chassis Manufacture Identification: Any cage or chassis that has been built after January 1, 2006, must be identified by means of an identification plate affixed to it by the manufacturer; this identification plate must be neither copied nor moved (i.e. embedded, engraved or self-destroying sticker). The identification plate must bear the name of the manufacturer, a serial number, and the date of manufacture.

CR33.004 Material and Welding: Material for roll cage construction must be 4130 chromoly tubing for all Trophy Trucks, Trophy Truck 2 WD, Trophy Truck Legends, and Trophy Truck Spec. All other classes are allowed to utilize ASTM 1018/1026 CDS/DOM in place of 4130 chromoly material.

All welding must be of the highest quality with full penetration and no undercutting (The Fingernail Test) of the parent metal. All welds shall conform to the American Welding Society D1.1, Structural Welding Code, Chapter 10, Tubular Structures and Standards for the material used (See AWS, Org). It is strongly recommended that the welder inspect all welds using Magnaflux process, dye-penetrant, or other effective methods.

MIG and **TIG** welding are the **ONLY** welding methods allowed. No exceptions.

All in field repairs utilizing other forms of welding must be properly ground out and welded with either MIG or TIG before the next race.

All vehicles must be welded with either er-70s-2 or ER80s-D2 or equivalent, NO 4130 filler materials are allowed.

CR33.005 Heat Treating and Stress Relief Treating of the Chassis / Roll Cage: Heat Treating of the chassis is strictly prohibited; Stress Relief of the Chassis is however STRONGLY RECOMMENDED.

Proper Stress relief of the chassis will include the following guidelines:

- Max 750 degrees Fahrenheit.
- Max 4 hours of exposure to non-ambient heat (oven).
- No quenching.
- No Temper processes.

Recommended Chassis Stress Relief Source:
Certified Steel Treating (323) 583-8711
2454 E 58th St, Vernon, CA 90058

CR33.006 Helmet Clearance: All tubes in the Occupant Compartment must be at least 4” in any direction from the driver nd co-driver’s helmets while they are in their normal driving positions.

CR33.007 Stock Steel Door Vehicles: Vehicles with stock steel doors do not have to abide by the below door bar requirements, although suggested, the door bar requirements for stock steel door vehicles will be evaluated on a case by-case basis by Score Tech.

CR33.008 Roll Cage Padding: Any portion of the roll bar or bracing which might encounter the helmet must be adequately padded.

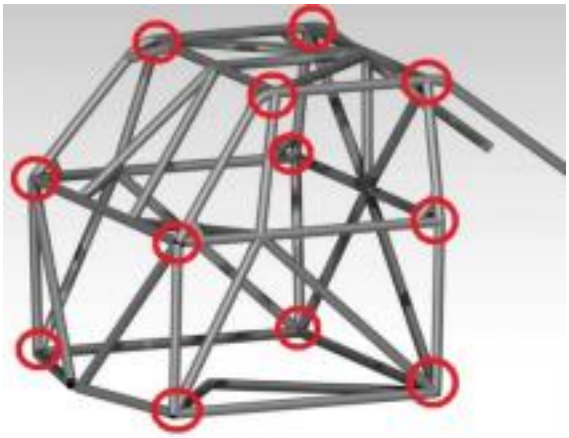
CR33.009 Headrest Requirement: Headrests designed to prevent whiplash are required on all vehicles. These headrests must have a minimum of approximately 36 square inches, with a resilient padding at least 2” thick.

CR33.010 Tube Junction Welding Requirements: All tubes and main junctions of the cabin compartment must be welded 360 degrees, and each tube section MUST be welded under covered up sections of each junction.

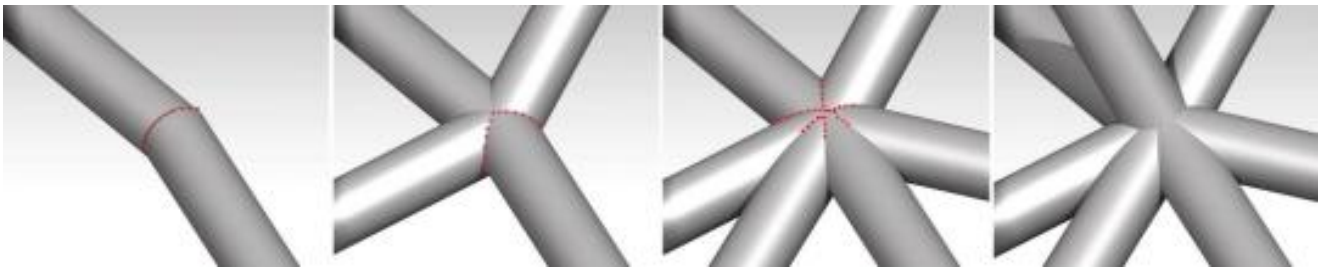
For Trophy Truck, Trophy Truck 2WD, Trophy Truck Legends and Trophy Truck Spec, the following

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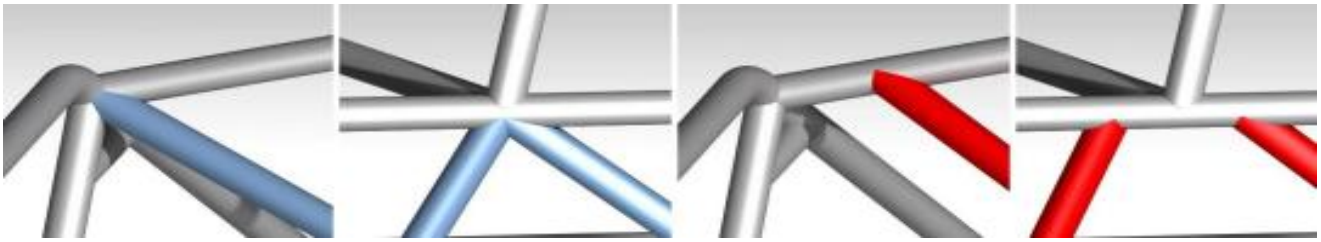
junctions, (highlighted in RED), are required to provide photographic evidence of step-by-step welding under the main 12 junctions of the cabin compartment as noted below.



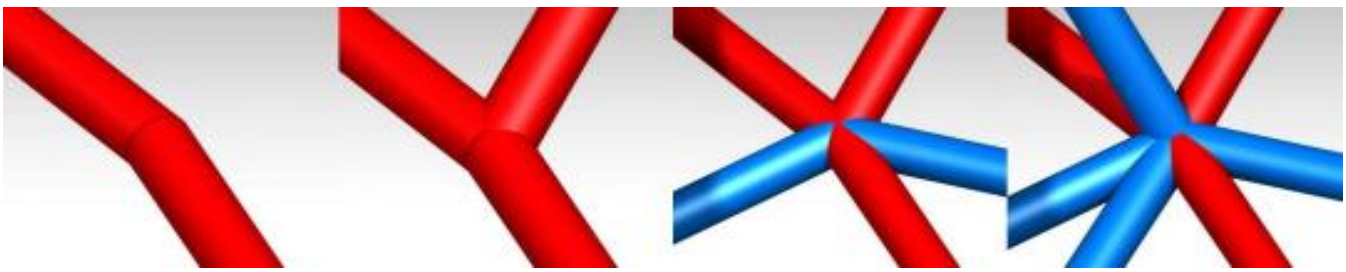
Example photo documentation for junction. Dashes in RED showcase the portions that need to show welding before the next tube is located at that junction.



CR33.011 Dead Tubes: No Dead tubes are allowed in the Occupant Compartment, no exceptions. A "Dead Tube" is a junction that provides no reasonable transition of load past the junction. The Tubes in BLUE are approved junctions; the Tubes in RED are considered "Dead Tubes" and are not approved.

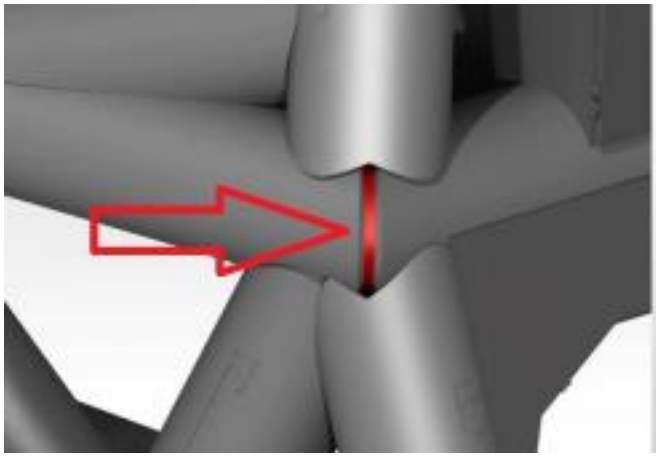


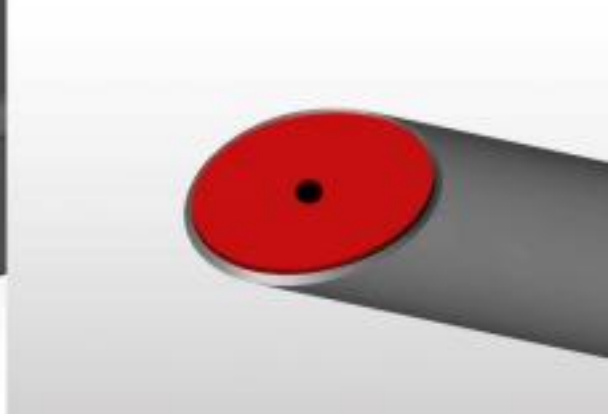
CR33.012 Junction Welding of Various Material Thicknesses: Anytime a junction has various tube wall thicknesses intersecting, it's required that the thicker wall tubes be welded together first in the junction, then overlapped/covered up by the thinner wall tubes. Note the example diagram below. The thicker material, (.095" wall), is noted in RED and the thinner, (.065" wall), in BLUE.



CR33.013 Miter Plate Junction Requirements: All miter plate junctions located in the Occupant Compartment are required to have an internal "Miter Plate" welded into the assembly, also known as a "partition."

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These plates must be the same material as the main cage assembly / tubes for the junctions and the plate must be the same thickness as the tube wall thickness or greater. Each miter plate must have a minimum of .25" hole drilled in the center for gas expansion. This is required for ALL miter tube junctions that encompass the Occupant Compartment of the chassis/vehicle.

CR33.014 Multi-Tube Junctions Alignment: When two or more tubes meet in a junction the tubes must have a slight overlap, 20% of the diameter of the tube minimum. Note the example below for Pass (Blue) and Fail (Red).



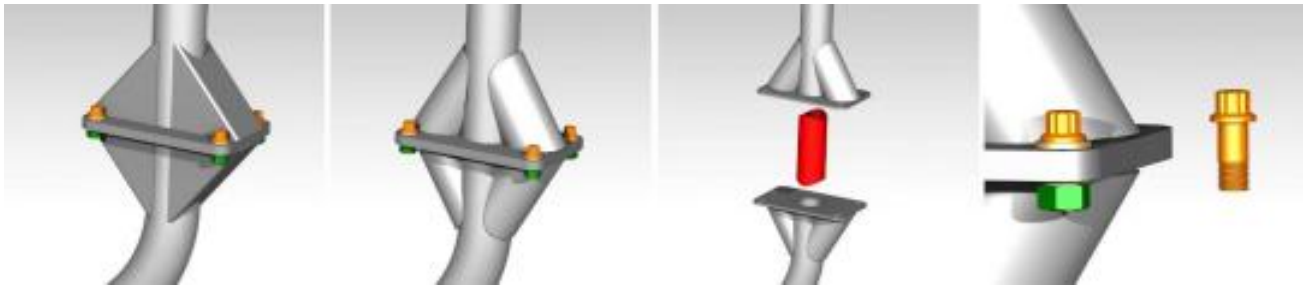
CR33.015 Framerail Vehicles: For frame rail vehicles, cages must be securely mounted to the frame or body and gusseted and braced at all points of intersection with the stock frame assembly.

Cab of body mounted cages must not be attached to the body structure by direct welding but must be bolted through and attached by the use of double plates (one on either side) with a minimum thickness of .187" material, either cold rolled steel plate or 4130; material must match the material used for the tube structure of the cage.

Roll cage tubes must be welded to the center of connecting plate with a minimum connecting plate dimension of 6.25" by 3.8" rectangle (or equivalent in size and design), example DXF files for connecting plates are available upon request from SCORE Tech. Plates must be bolted together with a minimum of four bolts that have a minimum diameter of 0.375" with SAE Grade 8 or equivalent.

An Internal shear tube is required, note diagram below (RED). These pieces must match the internal diameter of the connecting cage tubes with the external diameter of the internal shear tube. For example, if your cage structure is 1.75" by .120" you will need a 1.5" by .120" wall tube as the internal shear tube. The internal shear tube can be welded to one side of the assembly and must index 2" into each side of the assembly, (main cage tube). The ends of the internal shear ube must also be notched to prevent added shear stresses inside the main cage structures, note the diagram below. NO straight or angle cut tubes are allowed for the internal shear tubes.

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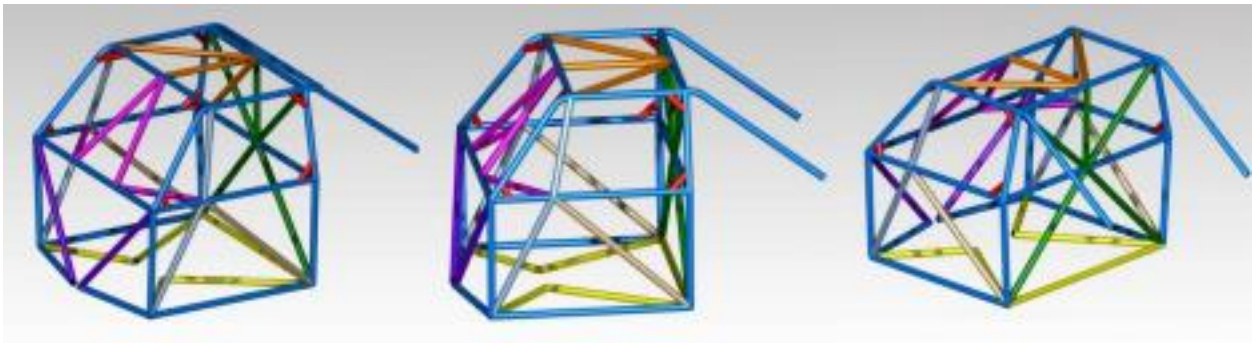


The bolts for the assembly must be properly shanked to the mount. This means that you can't have bolt threads, (when tight), exposed to the internal of the plates that mount together, note the diagram above.

Illustrations on the following page show typical roll cage design and gusseting details. For additional questions and comments, contact SCORE Tech (619) 572-8245 or email Dan Cornwell at tech@score-international.com

CR33.016 Roll Cage Tubing Size Specifications: *Trophy Truck, Trophy Truck 2 WD, Trophy Truck Legends, Trophy Truck Spec, and Class 1.* The below diagrams showcase all the required tubes for the Occupant Compartment for the classes listed in this section, additional tubes for the Occupant Compartment may be required by SCORE Tech on a case-by-case bases. Required:

1. A-Pillar (Dark Blue)
2. B-Pillar (Dark Blue)
3. Mid-Rail (Dark Blue)
4. Dash Tube (Dark Blue)
5. A-Pillar Support (Light Blue)
6. Door Bar or Door Bars (Tan)
7. B-Pillar Wall (Green)
8. Support Gussets (Red)
9. Intrusion and Intrusion Support Tubes (Pink)
10. Roof Tubes (Orange)
11. Harness Bar (Dark Blue)
12. B-Pillar Roof Cross Tube (Dark Blue)
13. A-Pillar Forehead Cross Tube (Dark Blue)
14. A-Pillar Bulkhead Support tube (Purple)
15. Floor A-Pillar Bulkhead Support tube (Dark Blue)



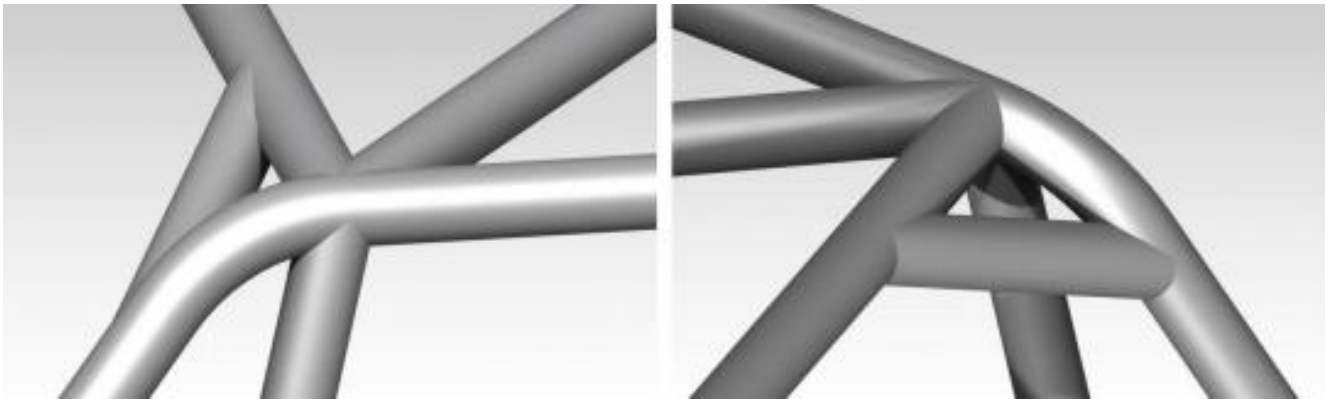
CR33.017 Dark Blue - Main structure that includes the A-Pillar, B-Pillar, Mid-Rail, Dash Tube, Harness Bar, Forehead Bar, and B-Pillar roof cross bar, forward floor/bulkhead tubes: These tubes need to be 2" by .120" wall 4130 for Trophy Truck, Trophy Truck 2 WD, Trophy Truck Legends, and Trophy Truck Spec. *The rear down tube, (note diagram below), can be made from 1.75" by .120" wall or 2" by .095" wall, post the rear A-Pillar / B-Pillar Junction.*

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CR33.018 Bending and Rolling Specifications: No bends can have a CLR, (Center Line Radius), less than 6" and no rolled roof section can have a CLR less than 60" over the span of the roof. None of the tubing may show any signs of crimping or wall failure. All bends must be mandrel type. Bend Check dies will be utilized during inspection to compliance.

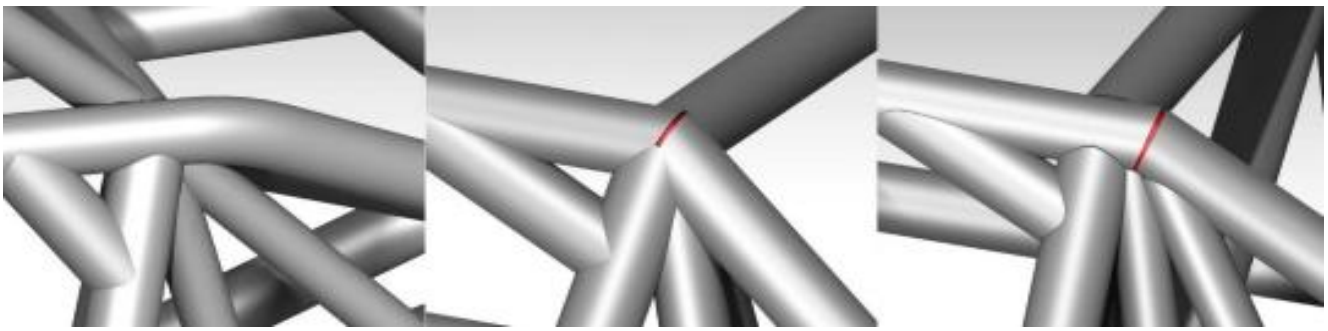
The only required bend in the chassis is for the forward A-pillar roof section in front of the forehead tube.

CR33.019 A-Pillar Junctions: The front A-Pillar roof junction where the A-Pillar meets up with the forehead cross tube and A-Pillar support tube need to intersect like the below examples with at least 50% of the junction located in the straight section of the A-Pillar roof, rearward of the forward A-Pillar bend.



The rear junction for the A-Pillar must have both the B-Pillar vertical and roof cross tube intersect at one location, like the below diagram. Three variations are approved: bend, miter in the junctions, or miter post junction. If you are going to bend the A-Pillar for the rear down tube the junction must be at least 50% welded to the straight section of the A-Pillar, not in the bend. The bend needs to be less than 50% welded into the junction, note diagram below. The bend start must be no further than 2" rearward from the B-Pillar junction.

If you are going to miter the junction, the miter needs to be either in the junction or slightly rear of the junction with appropriate gusset or tube landing to distribute weld surface area appropriately. *The rear down tube, (note diagram below), can be made from 1.75" by .120" wall or 2" by .095" wall, post the rear A-Pillar / B-Pillar Junction.*

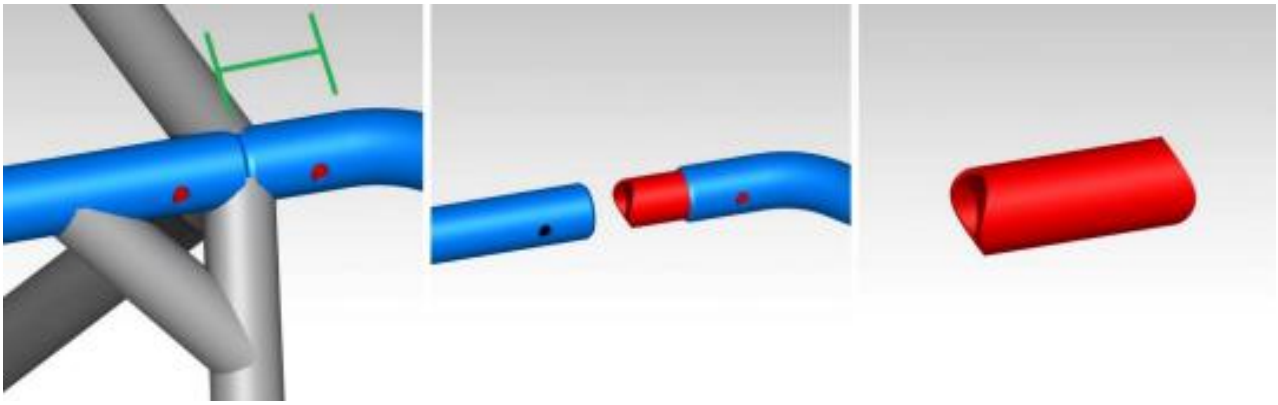


CR33.020 Slip Tube For The A-Pillar: Slip Tubes are approved for the A-Pillar when deployed in the fashion below. The internal slip must be located either 50% in the A-Pillar/B-Pillar junction or rearward of that junction. You cannot have a slip in the A-Pillar anywhere else above the mid-rail. The split also can't be more than 2" rearward from the A/B-Pillar junction.

Acceptable range for slip junction is highlighted below in image one (left) in Green. The internal slip needs to be the same wall thickness as the A-Pillar and a minimum length of 4" and max length of 8" with the ends coped, (notched), like below. Internal slips with straight cuts or miter cuts are not approved. All slip junctions are required to have two plug welds on either side for a total of four plug welds per slip.

These plug welds need to be a min diameter of ½" for TIG welding and ¾" for MIG welding.

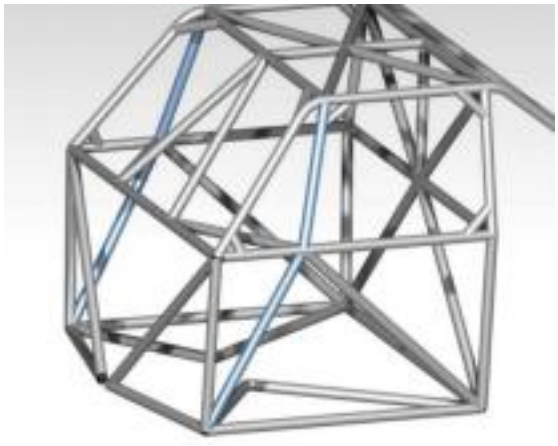
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CR33.021 Mid-Rail Junctions: The mid-rail junctions must line up. The mid-rail must meet up with the dash tube where it connects to the A-Pillar and harness bar and joins with the B-Pillar of the Occupant Compartment.

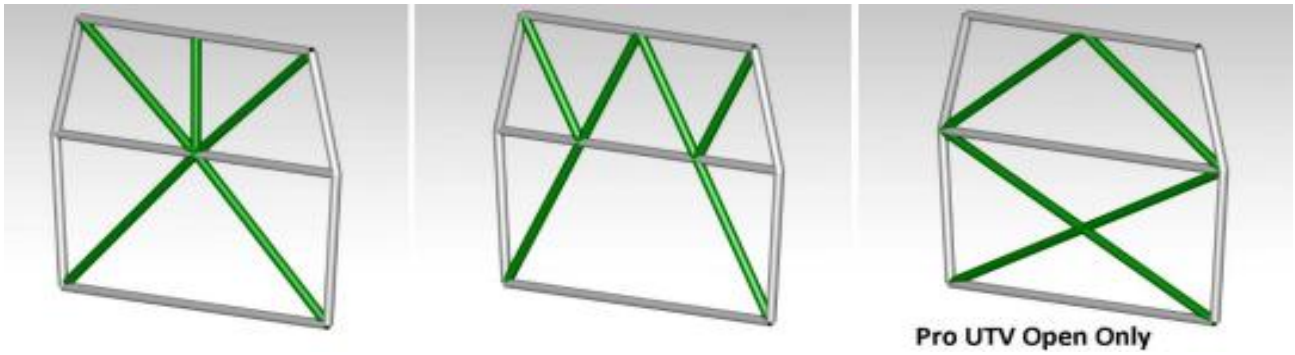
CR33.022 Floor Junctions: The front A-Pillar tube must land on the outside floor main rails that then kick inward and forward toward the bulkhead, (front suspension), of the chassis along with the floor diagonal tube that transfers the load into the center of the chassis section of the floor. The rear floor junction where the B-Pillar comes down to the main floor is going to vary given the suspension layout of the platform. The layout needs to properly transfer the load from the floor to the mid-rail of the chassis. This can be done in many ways and will be approved on a case-by-case basis with SCORE Tech.

CR33.023 Light Blue - **A-Pillar Support Tubes:** These tubes need to intersect at the top of the A-Pillar where the front forehead tube meets up with the A-Pillar, and located on the mid-rail in line with the bottom section of the A-Pillar support tube that continues into the front floor corner of the A-Pillar. These tubes need to be a minimum of 2" by .065" wall 4130 for Trophy Truck, Trophy Truck 2 WD, Trophy Truck Legends, and Trophy Truck Spec.



CR33.024 Green - B-Pillar Main Wall Tubes: These consist of tubes that span the rear wall of the B-Pillar and provide support. If the tubes Do NOT have BENDS in them, they need to be a minimum of 2" by .065" wall 4130 for Trophy Truck, Trophy Truck Legends, Class 1 and Trophy Truck Spec. If the tubes HAVE BENDS in them, they need to be a minimum of 2" by .095" wall 4130 for Trophy Truck, Trophy Truck 2 WD, Trophy Truck Legends, Class 1 and Trophy Truck Spec. Various options for layout are acceptable, note diagrams below. Other layouts and Variations may be approved upon request and consultation with SCORE International Tech.

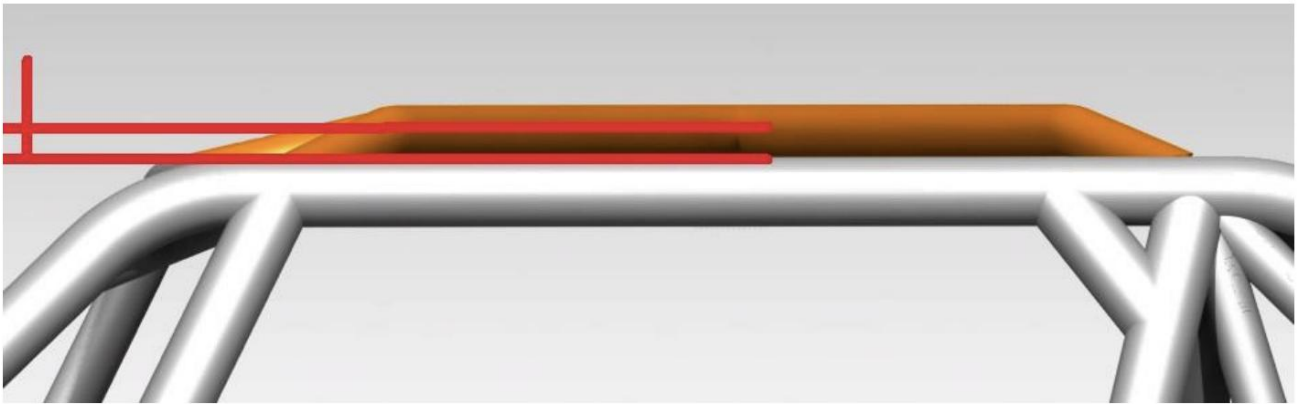
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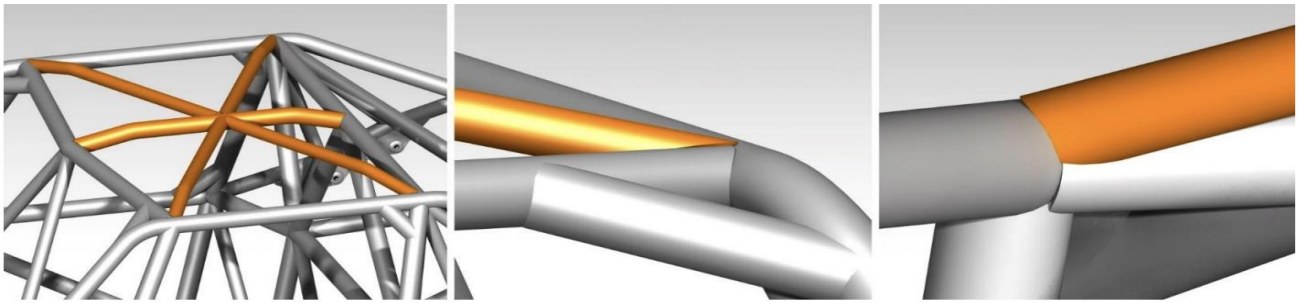
CR33.025 Orange - **Roof Tubes:** These tubes need to be a minimum of 1.5” by .065” wall 4130 for Trophy Truck, Trophy Truck Legends, and Trophy Truck Spec. Approved roof layouts are below. Variations of this can also be approved upon written approval from SCORE International.



CR33.026 Bending of Roof Tubes: When bending tubes in the roof above the A-Pillar, it is acceptable to bend the tubes up to 1” measured from center line of the bent tubes to the tangent top side of the A-Pillar tubes, note diagram below. NOTE - If any of these tubes end up with a bend in them the material thickness requirement will be .095” wall minimum.

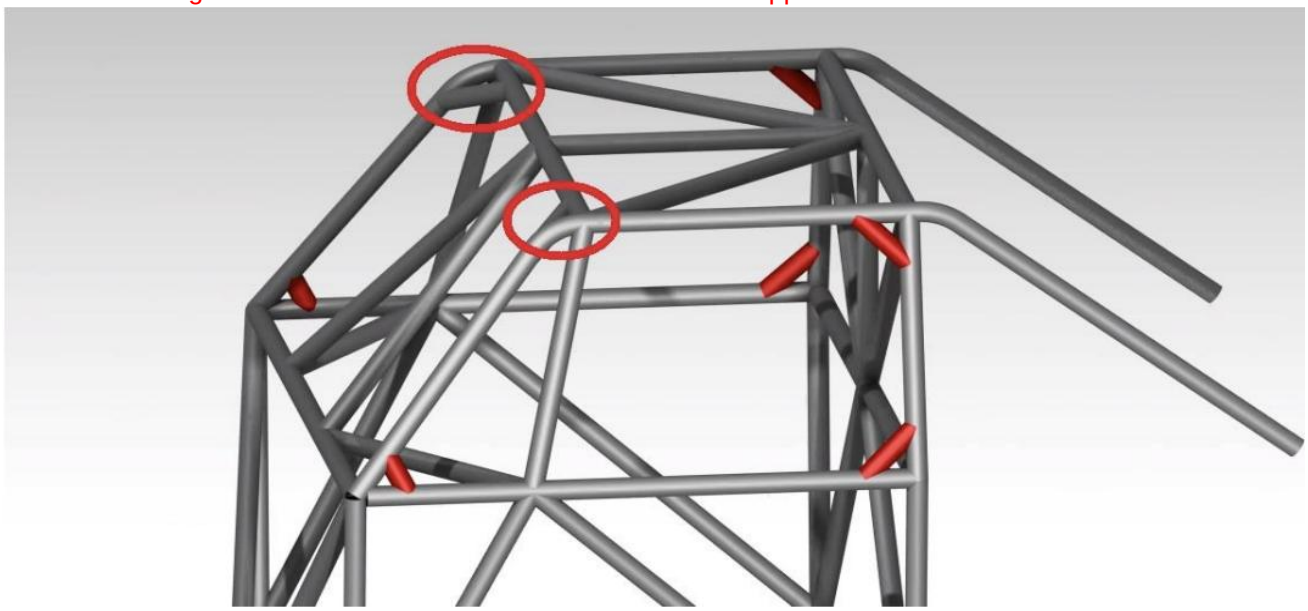


CR33.027 Non-Matching Diameter Roof Tubes: When running non-matching diameter roof tubes, tubes that are a smaller diameter than A-Pillar, you must weld them tangent to the top plane of the A-Pillar tubes. Note the example images below.



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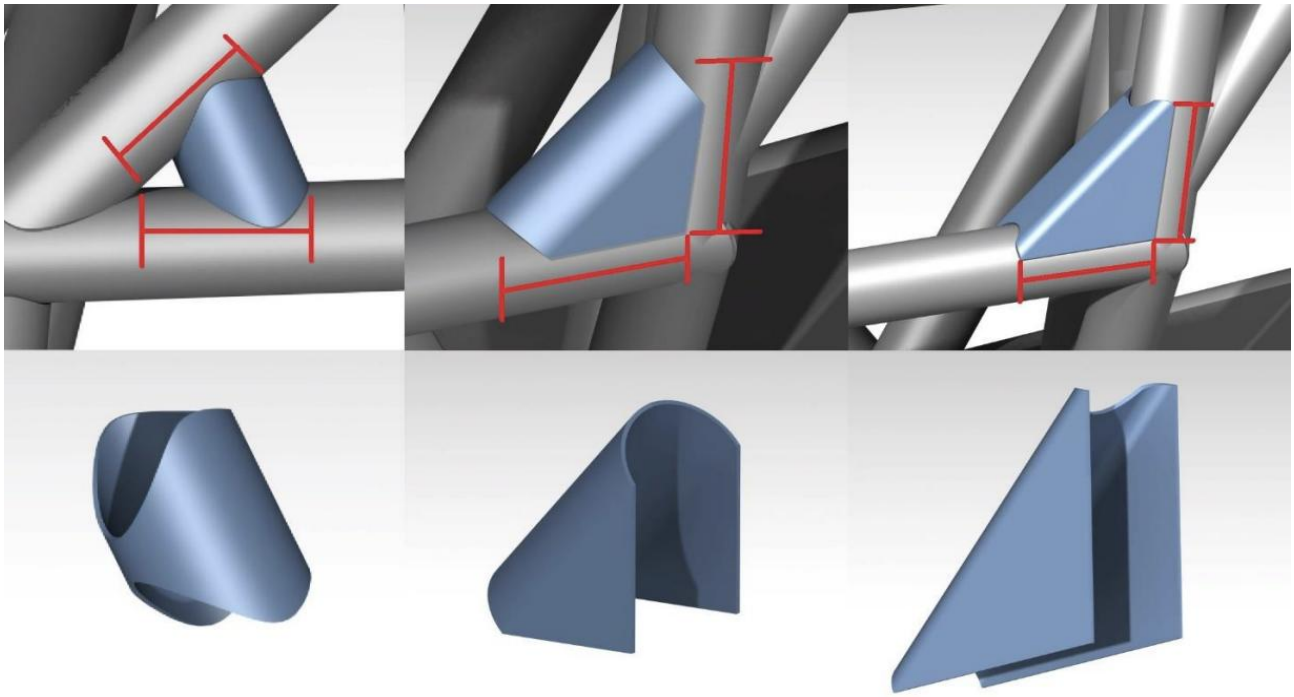
CR33.028 Red - Gussets for the Occupant Compartment of the Chassis: These tubes need to be a minimum of 2” by .065” wall 4130 for Trophy Truck, Trophy Truck Legends, and Trophy Truck Spec.. Gussets must be installed in the main sections of the cage/chassis assembly highlighted by the RED Tubes in the below diagram and both the side “windows” and the front upper A-Pillar roof.



Acceptable gussets can be fabricated from either tube or formed platework. All tube gussets must be the same diameter as the cage structure with a min wall thickness of .065” material. Plate gussets can be either a 90-degree formed piece or “round” formed sheet metal from a minimum thickness of .065” material. Bent tube gussets are allowed if they meet the distance requirement mentioned below.

For tube gussets you need to cover a minimum of 2” measured from the internal of the junction to the exterior edge of the tube gusset, note the below diagrams for measurement reference.

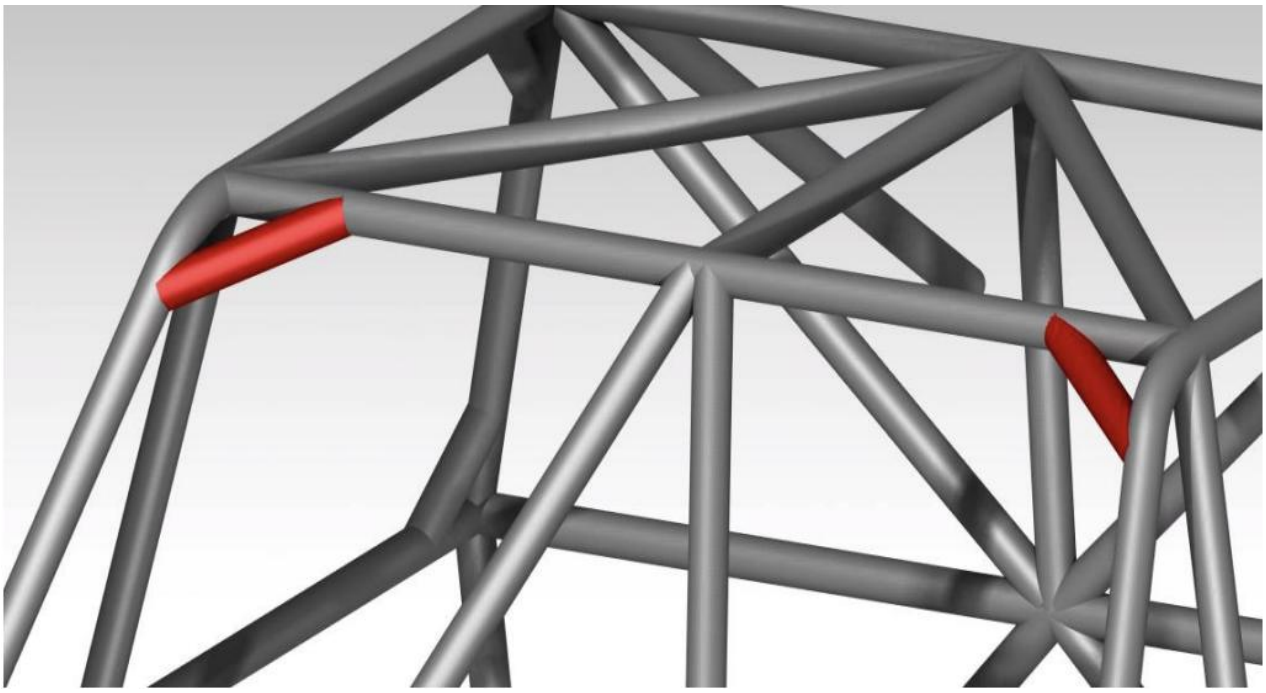
For plate gussets you need to have a minimum of 3” for the external length per side of the junction, note the diagram below for measuring the gusset.



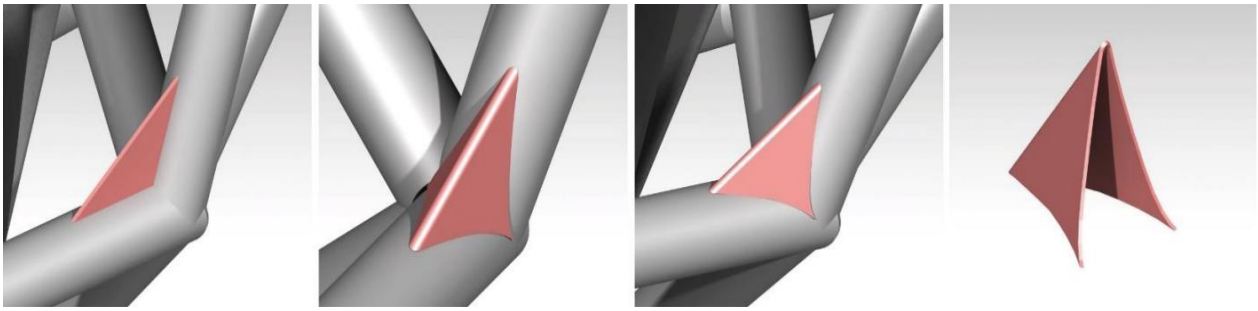
The front A-Pillar gussets in the roof must be made from tube that is of a matching diameter to the main

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tubes and a minimum of .065 wall material. The location needs to be as such in the diagram below. The tube gusset needs to span the bend in the A-Pillar and at least 50% of the weld on the a-pillar needs to contact the “straight” section of the tube before the bend start, note diagram below.



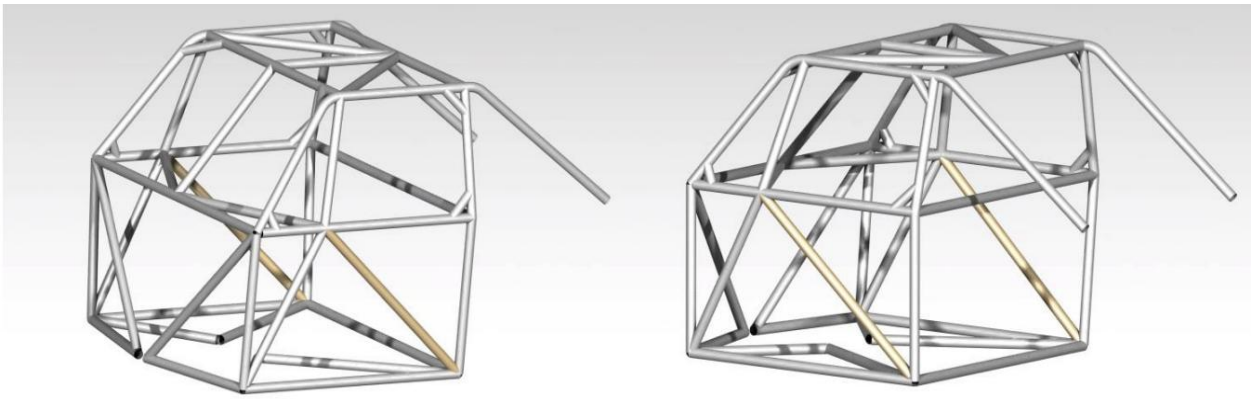
Single plate gussets are NOT allowed, regardless of how they are welded into the junction. Formed plate gussets that create a point, (“Knife Edge” style platework), like the diagram below is also not allowed.



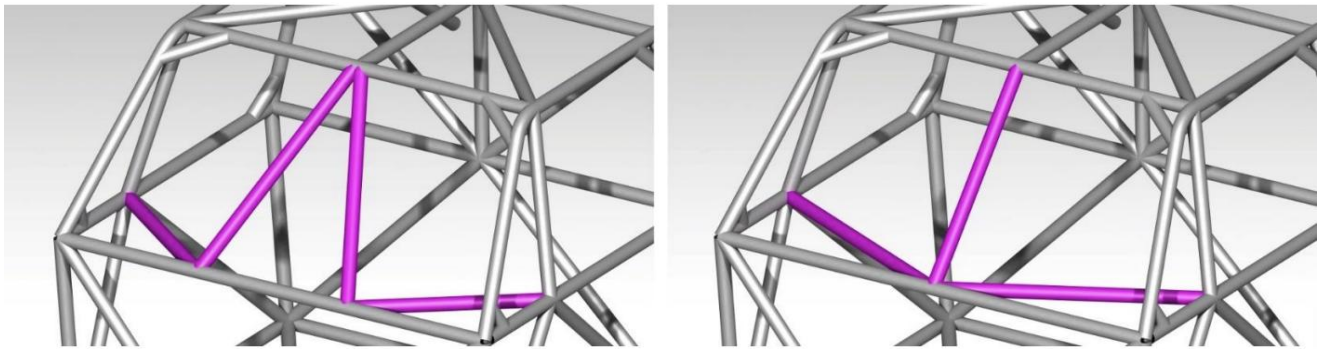
CR33.029 Tan - Main Door Bar Tube: This must meet up with the A-Pillar support at the mid-rail and carry back to the rear of the B-Pillar junction. These tubes need to be a minimum of 2” by .095” wall 4130 for Trophy Truck, Trophy Truck 2 WD, Trophy Truck Legends, and Trophy Truck Spec. NOTE - If any of these tubes end up with a bend in them the material thickness requirement will be .120” wall minimum

Note – More tubes or structures may be required by SCORE for the door bar section of the chassis to close out any section of the door bar assembly that has too large of an opening. The rule for this is an opening that allows for a structure that is a 18”x8” rectangle to enter the Occupant Compartment, something like a Front UTV Bumper.

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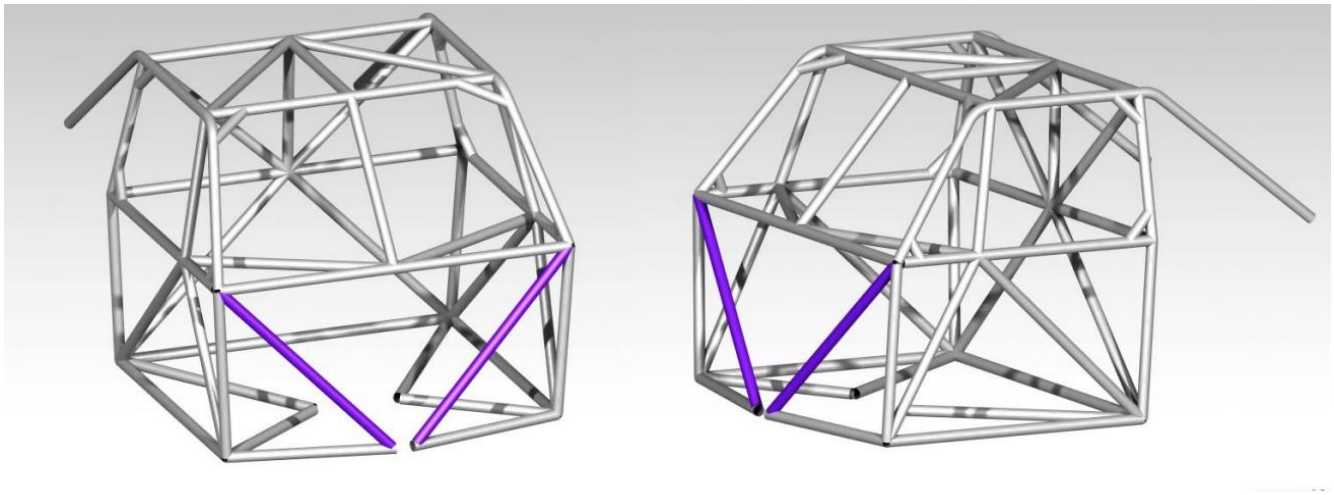
CR33.030 Pink – Intrusion Bars, (windshield), and Intrusion Bar Support Tubes: These tubes in the windshield have various layouts that are approved, both single and double intrusion bar setups. For layouts with **DUAL** intrusion bars, (LEFT), these tubes need to be a minimum of 2" by .065" wall 4130 for Trophy Truck, Trophy Truck 2 WD, Trophy Truck Legends, and Trophy Truck Spec. For layouts with **SINGLE** intrusion bars, (RIGHT), these tubes need to be a minimum of 2" by .095" wall 4130 for Trophy Truck, Trophy Truck 2 WD,Trophy Truck Legends, and Trophy Truck Spec.



DUAL Intrusion Bars SINGLE Intrusion Bars

CR33.031 Purple – Forward Chassis A-Pillar Support Tubes: These tubes may vary in specific layout but what is noted is that a diagonal tube needs to come from the A-Pillar where it meets the dash tube and continue down to the front bulkhead.

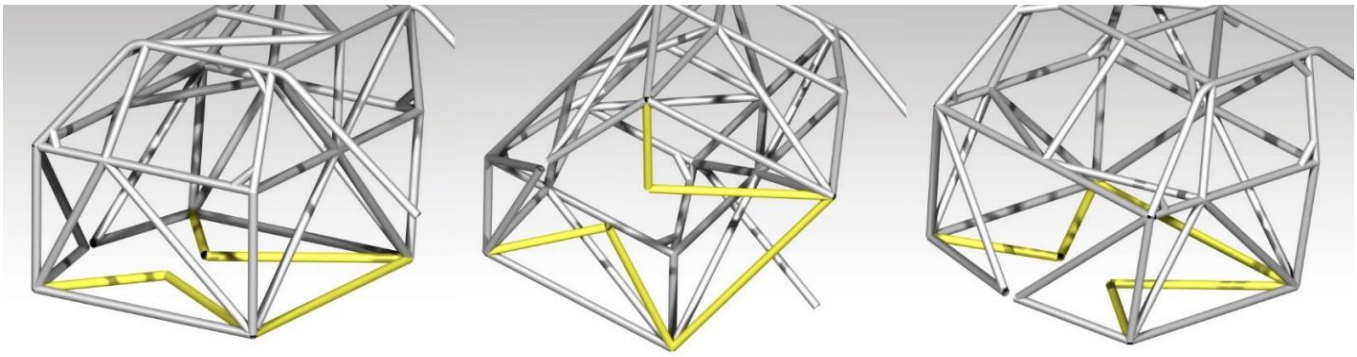
These tubes need to be a minimum of 2" by .095" wall 4130 for Trophy Truck, Trophy Truck 2 WD, Trophy Truck Legends, and Trophy Truck Spec. If any of these tubes end up with a bend in them the material thickness requirement will be .120" wall minimum.



CR33.032 Yellow – Floor Structure Tubes: These tubes may vary in layout but what is required are tubes in these general locations that continue force from the A-Pillar/B-Pillar floor into the main floor structure.

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Additionally, a load path must be complete for between the bottom of the B-Pillar, this section may include removable tube sections, and must be a minimum of 1.5” by .065” wall 4130 for Trophy Truck, Trophy Truck 2 WD, Trophy Truck Legends, and Trophy Truck Spec. For all non-matching diameter sub support tubes, they must be welded tangent to the outside/bottom of the chassis.

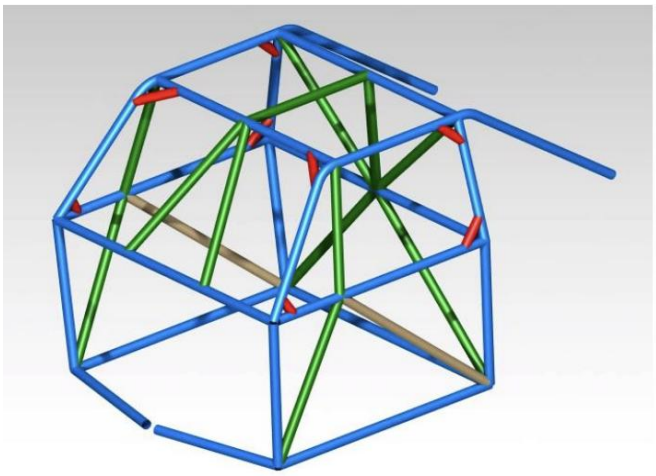


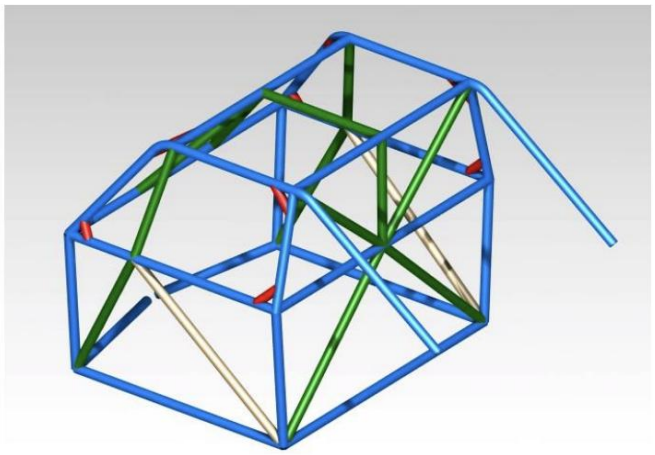
CR33.033 Standard Cage Requirements: *The following chart is the baseline for tube size designation for all classes other than Trophy Truck, Trophy Truck 2WD, Trophy Truck Legends, Trophy Truck Spec, and Class 1.*

The diagrams below showcase all the required tubes for the ***Occupant Compartment*** for the classes listed in this section. Additional tubes for the Occupant Compartment may be required by SCORE Tech on a case-by-case basis. Required:

1. A-Pillar (Dark Blue)
2. B-Pillar (Dark Blue)
3. Mid-Rail (Dark Blue)
4. Dash Tube (Dark Blue)
5. A-Pillar Support (Green)
6. Door Bar or Door Bars (Tan)
7. B-Pillar Wall (Green)
8. Support Gussets (Red)
9. Intrusion Tubes (Green)
10. Center Roof Tube (Green)
11. Harness Bar (Dark Blue)
12. B-Pillar Roof Cross Tube (Dark Blue)
13. A-Pillar Forehead Cross Tube (Dark Blue)
14. Floor A-Pillar Bulkhead Support Tube (Dark Blue)

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None of the tubing may show any signs of crimping or wall failure. All bends must be mandrel type. The center radius of the bends may not be less than three (3) times the outside diameter of the roll cage tubing. It must be emphasized that the use of heat-treated or high carbon steels may cause problems and that bad fabrication may result in a decrease in strength, (caused by brittle heat-affected zones), inadequate ductility and internal stress.

For the purposes of determining roll bar tubing sizes, vehicle weight is as raced, or sitting on the starting line, but without fuel and driver. Note: There is an allowance of minus 0.010 inches on all tubing thicknesses. **Minimum tubing size for the roll cage is:**

CR33.034 Primary Structure (Tubes In BLUE):

Up to 2000 lbs.	**1.500" x 0.095" CDN/4130/Seamless or ASTM 1018/1026 CDS/DOM**
2001 - 2500 lbs.	**1.500" x 0.120" CDN/4130/Seamless or ASTM 1018/1026 CDS/DOM**
2501 - 3000 lbs	**1.750" x 0.095" CDN/4130/Seamless or ASTM 1018/1026 CDS/DOM**
3001 - 4000 lbs	**1.750" x 0.120" CDN/4130/Seamless or ASTM 1018/1026 CDS/DOM**
Over 4000 lbs.	**2.000" x 0.120" CDN/4130/Seamless or ASTM 1018/1026 CDS/DOM**

CR33.035 Secondary Sub-Structure (Tubes In GREEN):

Up to 2000 lbs.	**1.250" x 0.065" CDN/4130/Seamless or ASTM 1018/1026 CDS/DOM**
2001 - 2500 lbs.	**1.500" x 0.065" CDN/4130/Seamless or ASTM 1018/1026 CDS/DOM**
2501 - 3000 lbs	**1.750" x 0.065" CDN/4130/Seamless or ASTM 1018/1026 CDS/DOM**
3001 - 4000 lbs	**1.750" x 0.065" CDN/4130/Seamless or ASTM 1018/1026 CDS/DOM**
Over 4000 lbs.	**2.000" x 0.065" CDN/4130/Seamless or ASTM 1018/1026 CDS/DOM**

CR33.036 Gussets (RED)*:* These must be in the same design and fashion as the above section, see CR33.028

CR33.037 Door Bar (TAN): These must be the same diameter material as the main structure and a minimum of .095" wall thickness. Variations in Door bar layout are acceptable upon approval from SCORE Tech. More tubes or structures may be required by SCORE for the Door bar section of the chassis to close out any section of the Door bar assembly that has too large of an opening. The rule for this is an opening that allows for a front bumper that is 18" by 8" rectangle to enter the occupant Compartment.

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CR33.038 UTV Platforms with STOCK Chassis / Pan*:* These platforms must abide by the above rules unless you are utilizing the pan of a stock chassis. In that case the tubes that encompass the main floor tubes in the pan do not have to be replaced. However, stock cages for ANY UTV platform are strictly prohibited. Platforms that utilize the stock chassis without the stock upper cage, (above mid-rail), in place still need to adhere to the rules for intrusion bars, A-Pillar support bars, floor tubes, and Door bars.

CR33.039: Vehicles that do not meet the minimum tubing specifications listed above may be eligible for a waiver to compete in SCORE events.

Requirements for waiver are:

1. Meets tube size specifications and approval for competition in one **or** more other recognized major off road sanctioning organizations. This **DOES NOT** mean you are automatically SCORE approved.
2. Quality of fabrication including welds, gusseting, etc. meets or exceeds SCORE International standards.
3. Meets all safety specifications for the cage design, seats, seat belts, and fuel cell requirements.

Granting of waiver is on an individual vehicle basis, and is at the sole discretion of SCORE Tech Director and Race Director.

New Cage Requirements Became – Effective April 1, 2024

All new builds planned or currently under construction must meet new cage standards prior to chassis inspection.

ALL BARS MUST COMPLY WITH THICKNESS AS PER WEIGHT CLASS CHART on Page 20

CR 34 SAFETY HARNESS

2-inch SFI 16.5 and 3-inch belts SFI 16.1, and FIA belts are now approved for SCORE competition.
All vehicles except Motorcycles and Quads must have a heavy-duty five-point latch-link, fast release seat belt and shoulder harness certified to SFI 16.1 or 16.5 for each occupant.

All vehicles except Motorcycles and Quads must have a heavy-duty five-point latch-link, fast release seat belt and shoulder harness certified to SFI 16.1 or 16.5 for each occupant. A restraint system utilizing a camlock buckling mechanism shall be regularly serviced and remain in proper working order.

A Camlock style harness determined by SCORE to be improperly maintained or not in proper working order will not be allowed for use in competition. (Camlock style releases approved for competition 1.10.19)

The single anti-submarine strap of the five-point system shall be attached to the floor structure as close to the front of the seat as practical so that it will exert maximum restraint to the upward movement of the belt and harness, see Figure 5 and Figure 6.

No "Y" type shoulder belts are allowed. All belts must show manufacturer's name, month, and year of manufacture OR expiration date. All belts must be replaced on or before expiration date. No surplus safety harnesses are allowed.

Harness materials shall be in new or perfect condition with no cuts or frayed layers, chemical stains, or excessive dirt.

Shoulder harness should be mounted behind the driver/co-driver. The recommended mounting point is approximately 4" below top of shoulder. Lap belts should be kept at a minimum at least 2.5" forward of seat and backrest intersection, see Figure 5 and Figure 6. All belts must be mounted directly to a main structural member of the same size specification as the roll cage and with gussets.

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All adjustment buckles should be kept at a minimum distance of 1.5" from the seat to prevent accidental loosening or chafing. Mounting hardware must utilize at least .312" hardened steel bolts with 1.5" diameter washers attached through body or frame using lock nuts or cotter key. All belt hardware must be safety tied.

If slip buckles (*"E" rings*) are used, a second slip buckle is no longer required. *(2.01.22)*

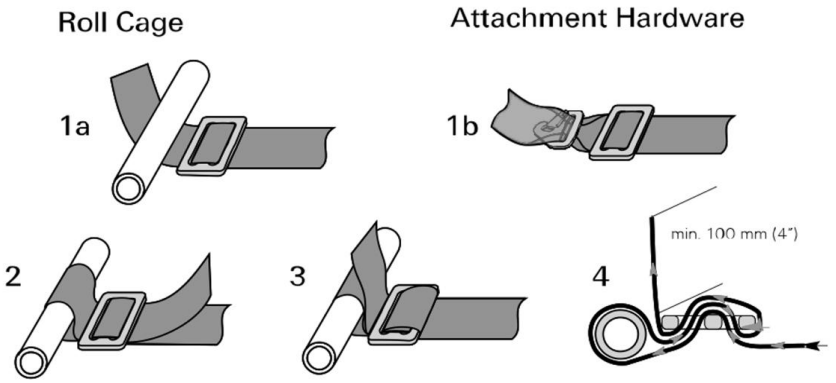
IMPORTANT! Do not allow adjustment buckles to ride on seat. Maintain minimum of 1.5" clearance between seat and buckles.

SAFETY HARNESSES must be worn by driver and co-driver at all times during pre-running and anytime race vehicle is in motion. (*Updated 2.10.20)*

SCORE strongly recommends excellent SFI Seatbelt Guide information for all installers

The SFI Seatbelt Installation Guide

Provides detailed seatbelt installation information



For Additional Recommendations for Upright Seating: Contact – sfifoundation.com

Seatbelt Mounting
Refer to SFI Bulletin for Details

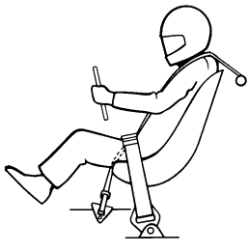


Figure 5: Safety Harness Mounting showing Correct Shoulder, Lap, and Crotch Strap Locations.

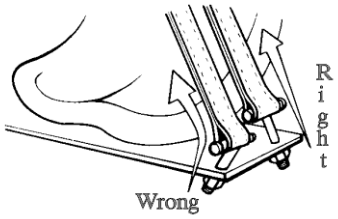


Figure 6: Safety Harness Mounting Hardware showing Correct Angle that will Sustain Maximum Load.

CR 35 SAFETY NETS

Safety nets are mandatory on all vehicles except Motorcycles and Quads and must cover the complete open area of both the side and top of all vehicles. The net must be fastened every 6 to 8 inches around the outside of the net. Vehicles with wing glasses that open fully must cover the area surrounding the wing glass. Arm restraints will be allowed but must be in addition to the required safety nets. Fixed corners must be fastened with metal fasteners i.e. hose clamps, bolts etc. The net border or edge and tie downs shall be made of materials that are as strong or stronger than the netting itself. Acceptable methods of tying the nets into the vehicle include, but are not limited to: hose clamps, snaps, nylon ties, Velcro, lift-a-dot, metal hooks and steel rods, see Figure 7, Figure 8, and Figure 9.

Full-length Velcro or steel rods are acceptable fastening devices for the bottom of the net. Velcro must fasten continuously along the bottom of the roll cage bars to prevent accidental unfastening from a direct pull. Velcro installations should be carefully checked because they tend to loosen when packed with dirt or dust or other debris.

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Nets shall be installed so that the driver and/or co-driver can release the netting and exit the vehicle unassisted regardless of vehicle position.

Netting must be installed on the inside of the roll cage bars so that it will not be damaged or come off the car in the event of a roll-over or slide on the side. Nets attached to the door frame covering the entire opening are approved as long as the door is equipped with a secondary latching device.
The roof shall also be covered with sheet metal or sheet aluminum (minimum thickness .080 inch) covering all areas.

It is required that the occupant(s) must be protected in such a manner that prevents them from extending from the body or frame of the vehicle during a roll-over.

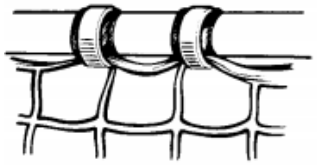


Figure 7: Safety Net Installation using Hose Clamps

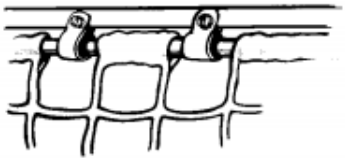


Figure 8: Safety Net Installation using Electrical Wiring Clips Secured with Metal Screws



Figure 9: Safety Net Installation showing Hose Clamp Screw to the inside

CR 36 SEATING

All seats must be manufactured as a racing seat and approved by SCORE Tech. Seats must be properly reinforced and securely mounted. Adjustable track type seats must be securely fastened so as to allow no vertical or lateral motion. If stock VW type seat runners are used, they must be clamped to the floor with a minimum of two (2) U-bolts per rail and have 1" diameter washers on the underside.

CR 37 DRIVER'S COMPARTMENT - Driver and/or co-driver must be able to enter and exit the driving compartment unassisted with ease, with the vehicle in any position. The driving compartment must be separated by firewalls or bulkheads from any acids or fuels. The roof shall also be covered with sheet metal or sheet aluminum (minimum thickness .080 inch) covering all areas.

CR 38 DOORS and LATCHES - All vehicles with operable doors must have positive locking mechanisms, (*stock handle and latch, quick release pins, pin and clips, etc.*) and must have a secondary latching device.

CR 39 FIREWALLS

All vehicles in competition except Motorcycles and Quads must utilize an all-metal firewall to separate the driver's compartment from any danger of fire from the engine and any fuel supplies. A minimum firewall must extend from the driver's shoulder height to the vehicle floor and body sides and must be fuel tight. If rear mounted safety fuel cell is higher than shoulder height, the firewall must be extended at least one inch above the safety fuel cell. On front engine vehicles the hood is considered an extension of the firewall. Firewall material may be made of 18-gauge sheet metal, stainless steel or aluminum.

CR 40 BALLAST

Any material used for the purpose of adding to the vehicle's total weight must be properly attached as a part of the vehicle's structure. Any material added to make minimum weight requirements must also have holes drilled in material so that it may be sealed to a non-removable structure member.

CR 41 WEIGHT

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 parts must be removed, but otherwise the vehicle must be race ready including radio and fire extinguishers. Roll cage weight will be as raced, minus fuel, as the vehicle sits on the starting line. Official weight will be considered weight shown on official scales. Must present official scales weight certificate if requested.

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CR 42 FLOORBOARDS

Floorboards or belly pans are required on all vehicles and must be held on by a minimum of six (6) .25" bolts per side if the floor is not an integral part of the body or chassis. Floorboards must cover the entire area from the front of the pedal assembly to the back of the seat(s) and from outside edge to outside edge on the sides.

CR 43 BUMPERS and HAZARDOUS PROTRUSIONS

Front bumpers must be a minimum of **21in. wide** and reinforced to resist bending upon impact. All ends must be rounded and capped off to prevent becoming locked together with other vehicles No hazardous front or rear bumpers, nerf bars, frame heads or other protruding objects from the vehicles are allowed.. All vehicles except Motorcycles ~~and Quads~~ must be equipped with safe front and rear bumpers.

CR 44 MIRRORS - A rear-view mirror is required on all vehicles except Motorcycles and Quads.

CR 45 SKID PLATES

Skid plates designed to protect the front suspension, steering, and brake components are required on all vehicles except Motorcycles and Quads. Skid plates must be designed of metal and installed so as to prevent accumulation of any fluids. UTV classes only: Skid plates may be fabricated of aluminum, UHMW or a hybrid combination of both.

CR 46 STORAGE - All spare parts and extra equipment carried on/within a vehicle must be securely fastened so as to prevent their movement during a race.

CR 47 FENDERS

On all vehicles required to have fenders, fenders must be securely attached to the vehicle with quick release or breakaway fasteners. The removal of fenders for any reason other than damage incurred during an accident, after the race has officially started, will cause the vehicle to be penalized or disqualified.

CR 48 CHASSIS and BODY

All body components shall remain on the vehicle (*accidental damage excepted*) during the entire race. As specified in individual class rules, body/chassis series must be maintained with body/chassis combinations.

CR 49 HOSES

All hoses used for fuel and brake lines including metal lines/fittings must be clamped securely and/or safety wired to reduce possibility of disconnecting.

CR 50 VEHICLE IDENTIFICATION MARKINGS

A properly identified race vehicle is extremely important for your safety as a competitor at SCORE events should you need assistance. This provides an accurate means of identifying your location during the event. Easy-to-read vehicle numbers also enable our checkpoint and scoring teams to record your progress throughout the event.

GENERAL RULES FOR SCORE COMPETITION NUMBERS:

GVN 1 All competition vehicle numbers are the property of SCORE and assigned by SCORE. If you do not have an assigned SCORE number, or your number is no longer valid due to expiration, you **MUST** contact SCORE for assignment of a new number before doing your race registration.

GVN 2 Rights to use your assigned number are active for **365 days** from the date you last raced a SCORE event. After this time period, a new number must be requested and assigned by SCORE. Numbers for vehicles that have not raced at least once in previous 365 days automatically become available for re-assignment. Any exceptions to this policy must be approved by SCORE management.

GVN 3 Rights to an assigned number obtained during the year, but not raced during that calendar year will automatically become available for re-assignment as of December 31st of that year. If you obtain a number and do not race you must contact SCORE to be assigned a new number.

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GVN 4 Specific SCORE vehicle numbers are assigned to individuals. Number assigned to vehicle does not transfer when vehicle ownership is transferred or driver of record changes. Each driver of record must have their own vehicle number assigned unless an alternate driver for a specific event has been pre-approved by SCORE.

Following specifications apply to all 4-wheel classes except Quads

1. Vehicle numbers must be clearly visible at eye level on **front, both sides, rear and roof of vehicle**. Refer to following individual vehicle illustrations for required identification positions.
2. Vehicle number required on roof of vehicle must be positioned to read from left to right (driver side to navigator side) for aerial identification approaching vehicle from above and behind. Extremely important for identification in case of an emergency.
3. Numbers and letters must be either **BLACK** on **WHITE** background, or **WHITE** on **BLACK** background. See number 8 (below) for class champions from previous year.
4. Number and letter typeface must be **sans serif** type and straightforward design. Recommended typefaces are Helvetica or Arial Black, Impact, Machine or similar sans serif design typefaces. Keep in mind your numbers must be read from a distance while you are at speed.
5. Individual numbers and letters cannot overlap or be stacked. Use of italic *(slanted)* typefaces is not recommended. If used, must submit sample and be pre-approved by SCORE
6. If use of outline letters is being considered, samples of lettering positioned on background must be submitted to SCORE for prior approval.
7. Final decisions on suitability of vehicle numbers meeting specifications for competition will be determined by Technical Director and/or Race Director.
8. **NEW – Beginning in 2023… Class Champion Recognition – For All Classes –** Champions from the previous year are **required** to display **WHITE** numbers on a **RED** background. They may choose to use the first numeral in their class range, or continue to use their current active competition number. Includes Quad classes. Contact SCORE to identify championship number for your class.

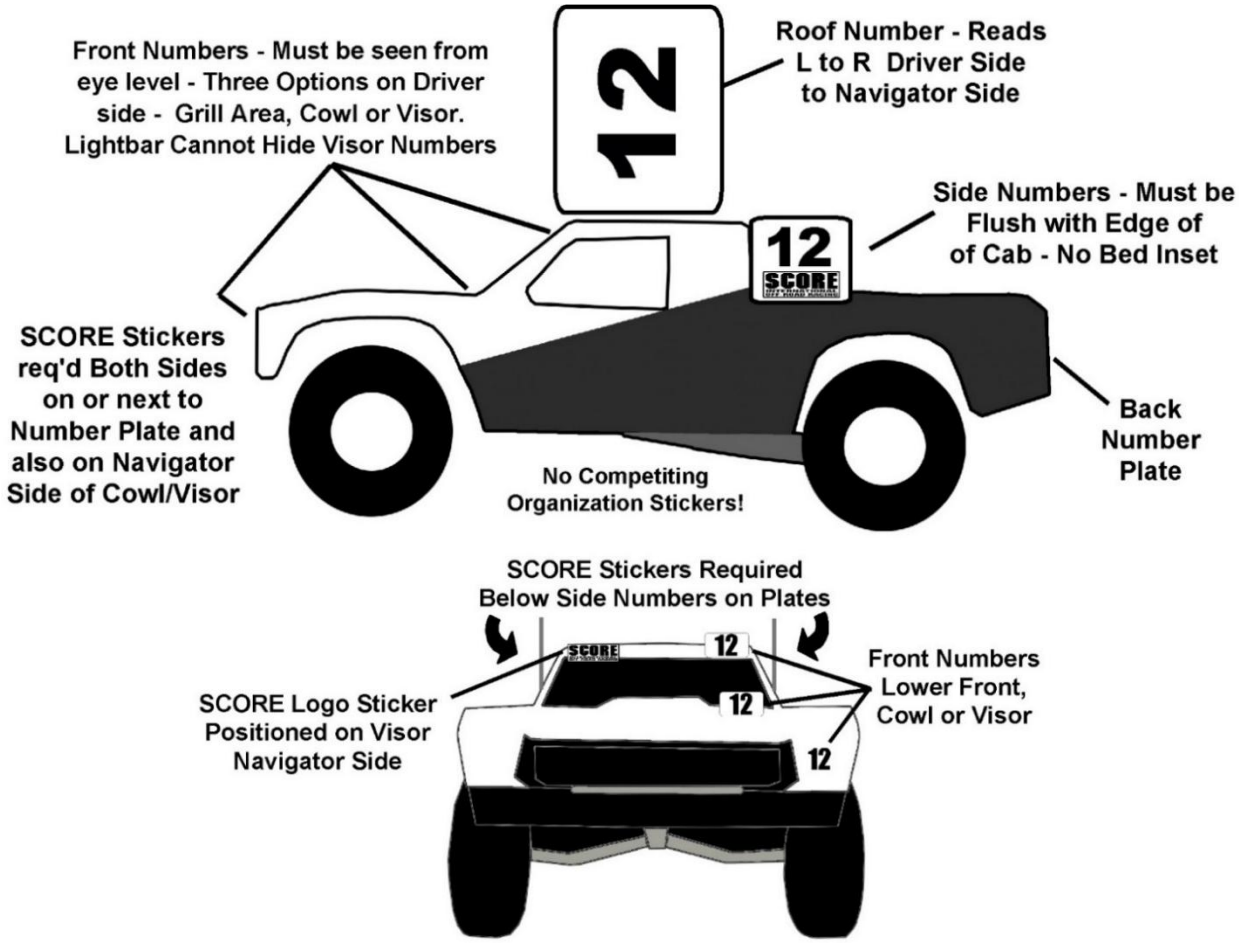
Vehicle numbers (and letters) for purchase may not be available at a race site. Include wrap and/or number purchases application in your prep planning while at your shop!

Following sections specify and illustrate requirements and locations of vehicle numbers based on type of competition vehicle.

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CR 50 VEHICLE IDENTIFICATION MARKINGS

Pro and Sportsman Truck Classes



Truck, Car and Buggy Number Specifications – Minimum Sizes

Front		Side		Back		Roof	
Height	Stroke	Height	Stroke	Height	Stroke	Height	Stroke
4” Min.	3/8” Min.	8”Min.	1” Min.	6” Min.	3/4” Min.	14” Min.	1.5” Min.

Letters used with numbers must be 1/2 height of the number – NO EXCEPTIONS

Number Color Combinations: Must be BLACK numbers on WHITE background or WHITE numbers on BLACK background. Outlined characters must be pre-approved by SCORE Technical.

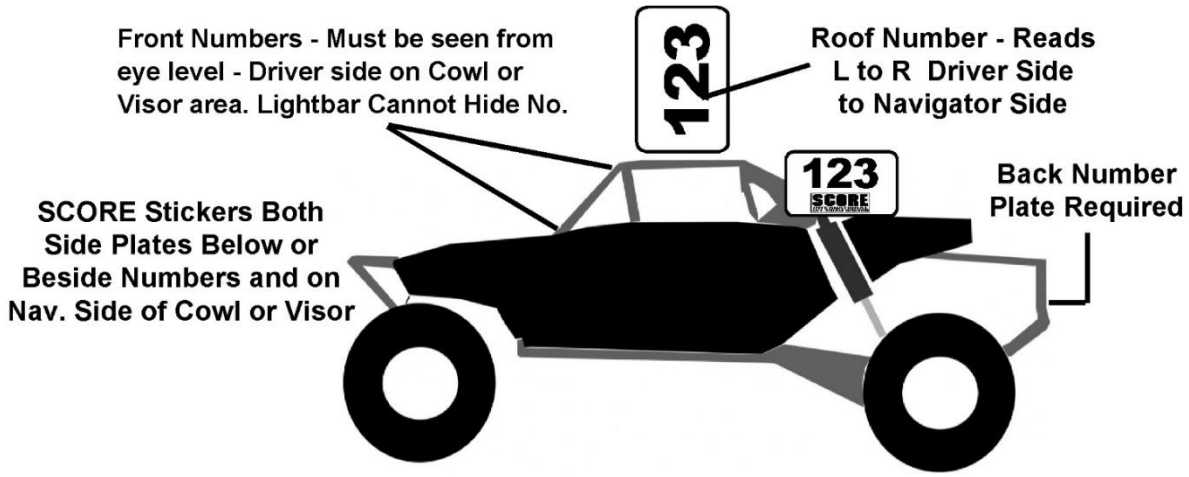
Class Champion Recognition – All Classes – Champions from the previous year are required to display WHITE numbers on a RED background. They may choose to use the first numeral in their class range (1, 100, 200, 300, etc.) or continue to use their current active competition number. This is extremely important as a quick identifier of previous years champions for our live show, social and marketing production programs.

NOTE: If vehicle has inner panels behind exterior body panels, it is recommended that vehicle numbers also be shown on inner panel. This provides a means to identify a vehicle if outer panel is damaged or missing during an event.

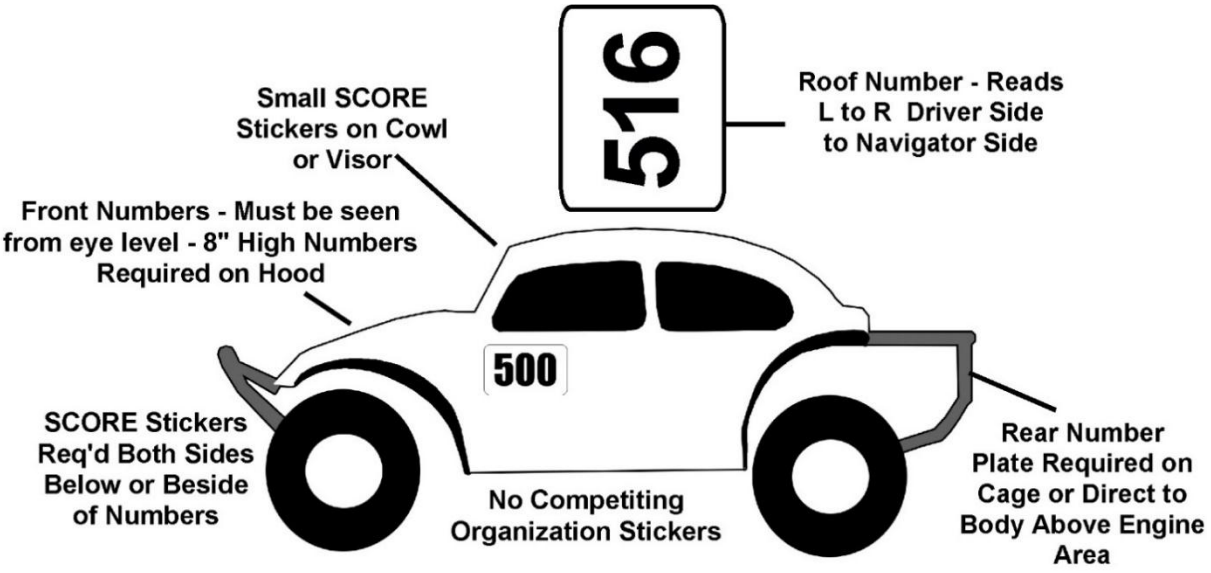
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CR 50 VEHICLE IDENTIFICATION MARKINGS

Pro and Sportsman Buggy Classes



Class 5 Unlimited, Class 5-1600 and Class 11



RECOMMENDED: Smaller 4-in. vehicle numbers are recommended added to driver side cowl or visor area. This will provide backup identification if hood is damaged or lost. Do not allow lightbar to hide numbers on visor.

NOTE: If vehicle has inner panels behind exterior body panels, it is recommended that vehicle numbers also be shown on inner panel. This provides a means to identify a vehicle if outer panel is damaged or missing during an event.

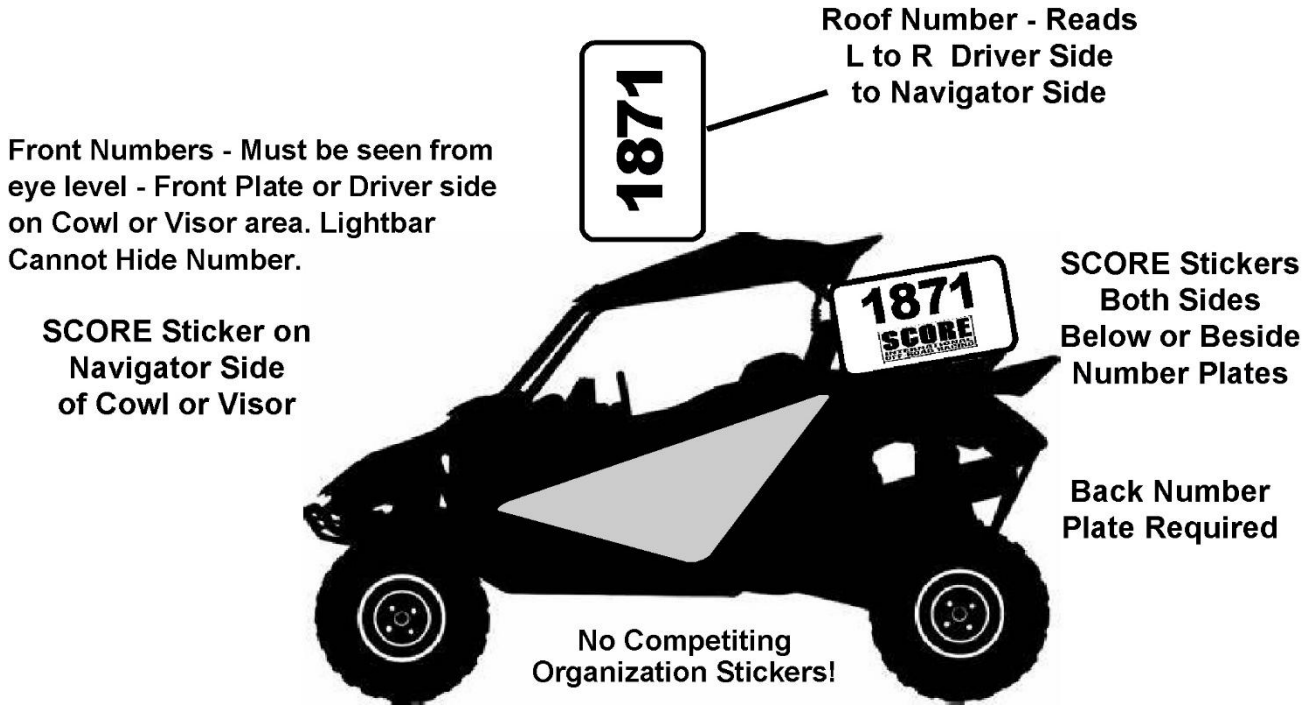
Mandatory SCORE Sticker – Standard Size 9 in. wide X 3.5 in. high Sticker should be positioned below number on sides of vehicle. If space under number is not available, position on either side next to number.

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CR 50 VEHICLE IDENTIFICATION MARKINGS

UTVs – All Classes

Due to front design on UTVs, a vehicle number on hood may be difficult to read. Locating the front number on the dash cowl or valance above cockpit opening is preferred location. Must not wrap up onto roof or be blocked by lightbars and become unreadable. Locations of numbers on sides, rear and roof must follow illustrated guidelines.



UTV Number Specifications – Minimum Sizes

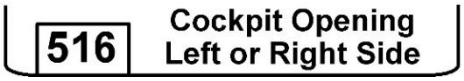
Front		Side		Back		Roof	
Height	Stroke	Height	Stroke	Height	Stroke	Height	Stroke
6” Min.	1/2” Min.	6” Min.	1” Min.	6” Min.	1” Min.	10” Min.	1.5” Min.

Number Color Combinations: Must be BLACK numbers on WHITE background or WHITE numbers on BLACK background. Outlined characters must be pre-approved by SCORE Technical.

Class Champion Recognition – All Classes – Champions from the previous year are required to display WHITE numbers on a RED background. They may choose to use the first numeral in their class range (1, 100, 200, 300, etc.) or continue to use their current active competition number. This is extremely important as a quick identifier of previous years champions for our live show, social and marketing production programs.

Front Number Option – All 4-Wheel Classes

Front number must be easily read from front of vehicle. Alternate to mounting on flat vehicle surface (hood) is a small plate with 6-in. high numbers mounted vertically in lower cockpit opening. Plate can be located at either side of opening.



Mount plate in opening as near vertical as possible

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CR 50 VEHICLE IDENTIFICATION MARKINGS

Motorcycles – All Classes

All Motos are required to have numbers on front, sides and rear of moto. On front plate, a 6” high number is recommended wherever possible. If plate is not available due to light mountings, optional location is number on front fender as viewed from front of moto. Required number on back is positioned on rear fender as viewed from behind moto. Numbers should be as large as possible for available space. Here are examples of acceptable front and rear number sizes.





Numbers and letter should be readable and as large as possible for available space. Here are typical examples of acceptable custom front and rear numbers. (*Courtesy of DECALWORKS*) .

OEM side plate panel numbers are a minimum of 6” high numbers. The required class letter to be used with your assigned number must be a minimum 1/2 the size of the competition number.

Quads – All Classes

Quad classes are required to have both front and rear numbers. Front number is positioned on fender as viewed from front of quad.

Rear numbers must be on two-sided plate that extends behind and/or below rear of quad seat, as shown at right. Must be able to be seen from either side of quad.

Numbers on **top** of rear fenders are not readable and are **not acceptable**.



Moto and Quad Number Specifications

Moto Front No. Plate** & Quad Rear Fin		Side Plates Motos Only		Back Fender**	
Height	**Stroke**	**Height**	**Stroke**	**Height**	**Stroke**
6”	**3/4”**	**6”**	**3/4”**	**3”**	**3/8”**

** Size specifications must be used whenever possible

Note: Any required letter assigned by SCORE to be used with your assigned number must be minimum **1/2 the height** of the competition number.

Electric Powered Vehicle Number Specifications

Capital letter E must precede the assigned vehicle number. Letter is required to be minimum of half height of vehicle number.

Master cut-off switch on outside of vehicle must be clearly identified for emergency use.

Vehicles must be clearly identified as electric powered and display appropriate warning graphics on both sides of vehicle.

Contact SCORE Tech for additional graphics and required marking information for electric vehicles.

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CR 51 ADVERTISING ON VEHICLES

Advertising, names and symbols may be displayed on vehicles provided they are in good taste and do not interfere with any required vehicle identification marks.

NO stickers or other graphics referencing competitive organizations are allowed on vehicle. If graphics are non-removable, they must be covered opaquely during participation in SCORE events. Large SCORE stickers work well for this.

Any request for an exception to this advertising policy requires prior written approval from SCORE Marketing and Technical Directors.

CR 52 RADIO EQUIPMENT AND USE

All vehicles, motos and quads are required to have a VHF radio capable of operating on SCORE (PCI Weatherman) race frequency **151.625.** Alternate to using VHF radio is satellite phone capable of contacting SCORE Operations.

No outboard linear amplifiers allowed with an output over 25 watts. An outboard linear amplifier is a device attached between the radio and the antenna that boosts the power of the radio. General Regulation **GL 8** in its entirety is also included in this rule.

If two or more teams are using the same frequency, team requesting emergency access to shared frequency has top priority. Failure to observe this policy will result in penalty or disqualification to the team failing to relinquish the frequency for the emergency request.

SCORE Point-to-Point Events ONLY - Beginning in 2023, satellite communication devices will be in use for all race operations activity during point-to-point events, and will be required for all race teams. First event for this satellite equipment requirement will be the ***SCORE Baja 1000 in November 2023.***

CR 53 WORKMANSHIP

All construction, modifications and alterations must be performed in a workmanlike manner contingent upon the approval of SCORE International.

CR 54 TRACKING DEVICE

All vehicles are mandated to run GPS tracking and penalty reporting devices at designated events. Tracking device(s) and monitoring company will be designated by SCORE International. Information for tracking devices for each specific event will be in Racer Brief for that event.

It is the responsibility of each team to maintain these devices in good working condition. Any tampering with a device will result in additional penalties and/or disqualification.

All post-race requests for penalty data must be submitted in writing to SCORE Race Director within **fifteen (15) days** from conclusion of event.

CR 55 NAVIGATION DEVICES (Rally Moto Class is Currently Inactive)

For Additional Information and Technical Inquiries Contact:

SCORE Tech Director

Tech @score-international.com or call 619.572.8245

The World's Foremost Off-Road Racing Organization

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