

2019 TCR Off-Road Challenge Rules

Classes

Street legal / Trail Wheeler class

Classification/ definition... street legal - street legal for the definition of this competition is to be considered any vehicle that is insured and registered by any province or state, the vehicle must have current registration and insurance, and must meet the rules and regulations set forth by its jurisdiction. Vehicles can be modified, lifted etc, but must be road worthy at the time of the competition. Insurance and registration will be required at checkin / competition registration. (rule of thumb, would you drive the vehicle legally from your residence through a urban centre to the trail).

Trail Wheeler

Classification / definition... Trail Wheeler, any vehicle that is modified for off-roading purpose, that is dedicated for off-road recreational use, and its main purpose or intended use is Not for competition or racing with or in any official, pro, amateur or sportsman race organization. (Rule of thumb, was it build for recreational use, is its main purpose for rec trail wheeling)

Pro Racer / Sportsman

Pro racer / Sportsman definition...

The Pro racer / Sportsman class vehicles are defined as purpose built for the intent of racing or competition, the vehicle has raced or is built to or designed to race with a pro, amateur or sportsman race organization.

Classification of vehicles will be subject to TCR race tech, vehicles that are registered or classified incorrectly may be required to be relocated into the appropriate class. If you have questions regarding the classification of your vehicle message TCR staff for clarification.

Classes are based on tire size, as labeled by manufacturer and as measured at full recommended pressure.

- 35" and under tire (street & trail 3500 class)
- 36"to 39"tire (street & trail 3900 class)
- 40" and over tire (street & trail 4000 class)

Racer Class

- 36" and under tire (Sportsman class)
- 37" and over tire (Pro racer class)

TCR 2019 Rules and Regulations

Tail Creek Raceways (TCR) have used information provided to us by outside sources, including, racers, builders, race groups, race organizations, and third party safety advisers to compile a set of rules and regulations based on information provided. TCR reserves the right to refuse entry to any applicant, team, competitor, entrant, participant, or any other person, to any event for any reason. The reader of this rulebook and all participants in any TCR event hereby agree to waive, release, relinquish, protect, hold harmless, indemnify and defend the promoter, track operator, affiliates, and TCR and each of their heirs, successors, officers, officials, employees, agents, contractors, and all their respective insurance companies, successors in interest, commercial and corporate sponsors, agents, employees, representatives, assignees, officers, directors, and shareholders of and from any and all claims, demands, liabilities, losses, costs, or damages or expense for any other loss or damage arising, or alleged to have arisen, from any use of any information contained in this rulebook or by reason of any inaccurate information, omission of information, or any negligent act in or related to this rulebook. TCR does not warrant, represent, or otherwise certify that the information in this rulebook as fit for any purpose whatsoever. TCR does not warrant, represent, or otherwise certify that compliance with the rules contained in this rulebook confers any degree of safety, real or imagined. This rulebook is published without warranty expressed or implied. The reader of this rulebook, all participants in any TCR event, and any user of any safety device assumes any all risks

involved with the use of any information contained in this rulebook, with their participation in any TCR event, and with the operation of a vehicle. TCR is not a professional engineering company, safety expert company, or medical professional company. TCR does not represent any particular manufacturer of safety equipment nor does TCR warrant or endorse or represent that anything written in this rulebook is, in any way, shape, or form, fit for any purpose whatsoever.

****Please be aware that it is not our goal to prevent anyone from racing, it is our goal to uphold the highest level of safety. And to provide the safest environment for our racers, staff, volunteers and spectators.**

General Rules

Tech

- All classes, and race participants must pass tech and be tagged prior to start of race, or any qualifying. It is the responsibility of the driver to ensure all components of the safety rules and regulations are met. It is the driver's responsibility to ensure that, co drivers, pit crew, and others associated with racecar, race team or competitor vehicle meet all safety rules and regulations. It is the driver's responsibility to have safety equipment, racecar or vehicle available for tech at posted time.

- Tech will consist of a pre competition/ race safety tech inspection.

Drivers meeting

- All competitors must attend the Driver's Meeting. This will be held at a designated location one-hour before the start of the event or designated time outlined at registration sign in. Specific information is given at these meetings, as is posting of running order and staging assignments. Failure to attend is not an excuse for infractions, rule changes or not knowing information given at the Driver's Meeting. Penalty for missing a Drivers meeting will be time penalty or DQ from race or competition.

Sportsmanship

-During all TCR racing events, proper sportsmanship is required. If a competitor or team member (including pit crews) promotes unsportsmanlike conduct, is rude or abrasive to officials, local authorities, other teams, media or spectators, destroys property, or displays drunken or disrespectful behavior, they and/or the entire team may be disqualified from the current event and/or future events. It is TCR's goal is to promote a respectable sport and promote sponsoring companies in a professional light. Therefore, unsportsmanlike conduct will not be tolerated.

Start

All races / competitions / courses or legs of the competition will be started with official starter; race start procedures and format will be reviewed at drivers meeting prior to start of race. Each individual race may consist of its own start style and it's the driver's responsibility to know and understand the rules prior to the start of each race.

Course

Racecourse / course will be set using gate markers, flags ribbons or cones, it is driver's responsibility to know and understand racecourse. Map of course will be provided prior to race start and or course pre run or walk through will be available. Driver must pass between gate markers in order, failure to do so will result in penalties or DQ

Penalties, DQ

To be discussed at drivers meeting.

Late to stage or start

Vehicles late to stage may result in time penalty or DQ

Pits / pit area

Zero tolerance to speeding, showboating with racecars or vehicles

Zero tolerance to breaking any environmental rules or laws

Officials

Zero tolerance for the abuse of any grounds or track officials, timers or staff. Any abuse of any official, volunteer or staff may result in fines, penalties or disqualification from event

Other / alcohol / illegal substance

Drivers, co drivers, pit crew are to be free from the effects of alcohol or illegal substances while operating, racing, driving or assisting with race or race car or competition vehicle during race time or competition.

EQUIPMENT CONDITION AND FUNCTION

All necessary or required equipment, gear, devices, safety equipment, and vehicle components, as described in Rulebook (including any special rules or supplementary regulations), must be in good and proper working condition at the time of technical Inspection. Certain equipment and components must remain serviceable throughout the event, and if damaged must be repaired or replaced before continuing to compete, race or allowed on course.

GENERAL VEHICLE COMPONENTS

-The vehicle occupants must be able to quickly and easily enter and exit unassisted with the vehicle in any position. Firewalls and/or bulkheads must separate the driving compartment from any fuels, engine fluids, and acids.

- Oil coolers, transmission coolers and radiators located in front of the vehicle occupants must have a shroud that, in the event of a rupture or leak, will prevent liquids from blowing back or leaking onto the occupants (hood / fire wall) All hoses running through the passenger compartment must be shielded. Steel braided hoses do not constitute a shield.

- All vehicles must have an all-metal firewall separating the occupants' compartment from the danger of fire from the engine and fuel supply. A minimum firewall must be liquid tight and extend from body side to body side. If engine is rear-mounted, firewall must be liquid tight and extend from the driver's shoulder height to the vehicle floor and extend from body side to body side. If rear mounted fuel cell is higher than driver's shoulder height, a firewall between the driver and the fuel cell must extend at least 2" above the top of the fuel cell. The hood is considered an extension of the firewall on front engine vehicles. Any hole placed in the firewall for structural members, lines, etc. must be kept to a minimum. The hole should not have more than 0.0625" gap around the items passing through the firewall. Metallic tape must be used to seal the hole between the firewall and the item passing through the firewall. Rear mounted engines are not required to have a top mounted hood.

- Floorboards are required on all vehicles. Floorboards must cover the entire area from in front of the pedal assembly to behind the seat(s), and from the outside edge to the outside edge of the vehicle. Installation must be done in such a manner as to afford maximum protection to the occupants from debris.

-loose objects and materials, all vehicles must be free and clear of loose objects, including sub boxes, tools, jacks, recovery equipment, coolers, slip tanks, fuel jugs bottles, cans, clothing etc. Loose recovery straps will be permitted

-recovery points, must be available and clearly marked at both the front and rear of each vehicle, and as well secure and rated for the recovery and weight of the vehicle.

ENGINE

- Engine shall be free of leaks.

Mufflers / exhaust

- Mufflers are required on all vehicles. Exhaust system outlet must extend a minimum of one foot past the rear of the occupants' compartment; be directed rearward out of the body away from the occupants, fuel cells and tires; and be placed in such a manner as to minimize the production of dust.

TRANSMISSION

- Transmission shall be free of leaks. Every vehicle must have a functional reverse gear. Transmission shall have an approved floor between occupants and transmission.

Transfer case

- Transfer case shall be free of leaks. All vehicles must be capable of transmitting power to all four wheels/tires, and must be equipped with a functioning low range.

DRIVESHAFTS

- Driveshaft U-joints shall be covered with a stock floor, or minimum of forty-thousandths aluminum, or 20 ga. steel, or 20 ga. expanded metal, or 1/8" lexan such that pieces are deflected away from the occupants in the case of U-joint failure. Material only needs to be installed between occupants and driveshaft U-joints. A rear driveshaft loop is recommended but not required

STEERING

- Power-assisted steering systems shall be free of leaks. All hydraulic steering lines must be in good working order and free of cracks, defects, or leaks. Hydraulic lines shall be run in a manner that protects them from possible damage.

SUSPENSION

- There must be at least one shock absorber per wheel. Suspension pivot points and connecting points must be free of cracks and in good physical condition. Shock absorbers shall be free of leaks

BRAKES

- Brakes must be able to apply adequate force to lock up all four tires. Brakes must be in a safe operating condition and free of leaks during the entire event. If brake system problems occur during the event they must be repaired before continuing in competition. Turning, cutting, or steering brakes are permitted. Manual, vacuum boosted, and hydraulically assisted breaks are permitted. Brake pedal(s) mounted in driver's foot-well must be able to operate all brakes with a single foot. Transmission and/or pinion-brake systems are permitted, providing they meet all other requirements specified herein.

CONTROLS

- All throttles, whether controlled by hand or foot, must have at least one return spring of sufficient stiffness to instantly close the throttle plate when the throttle is released. Carbureted vehicles must have at least one throttle-return spring, which must be attached to the carburetor. All vehicles should have at least one throttle return spring at the throttle plate and one at the throttle control (pedal or hand control). Computer controlled throttles (Electronic Throttle Control or "drive-by-wire" systems) are exempt from the requirement to have a return spring at the throttle body, but must have a return spring at the throttle control (pedal or hand control) or maintain the stock OEM system. A positive stop or throttle override system must be used to prevent throttle linkage from sticking in an open position.

ELECTRICAL SYSTEM

Kill switch recommended but not required.

Wiring to be in good condition, and run in a manner to not rub through creating electrical or fire hazards

BATTERIES

- Batteries must be securely mounted with metal brackets, clamps, or tie-downs in a manner that prevents displacement in a roll over. All flooded cell batteries must be fully enclosed in a battery box, including the top, sides, and bottom (street legal and trail wheeler class will be exempt if battery is in engine compartment). Enclosure must be able to contain the quantity of acid contained in the

battery. Batteries shall not be located in the occupants' compartment. Batteries shall be considered as being in the occupant's compartment if there is no firewall between the battery and the occupants. All batteries shall be the sealed, non-spill type. Absorbed glass mat (AGM) or "gel cell" type batteries are highly recommended.

Bungee or ratchet straps for securement are NOT acceptable and will NOT pass tech.

FUEL: PLUMBING

Street legal / Trail Wheeler class, stock or OEM fuel tanks are permitted, fuel cell or approved fuel tanks are recommended, fuel caps must be secured and in place. Fuel tanks and fuel cells must be securely mounted , ratchet straps and bungee cords are NOT permitted for securement . Jerry cans and marine type fuel cans are NOT permitted. Alcohol and nitromethane are NOT permitted.

Sportsman and Pro racer class, approved fuel cells are required, OEM fuel tanks are approved, see Punisher Racing 2018 rule book for fuel and fuel plumbing rules

Seat belts / driver restraints

Street legal / Trail Wheeler class, OEM type seat belts are acceptable, and must be in good working condition, 5 point safety harnesses are highly recommended.

Sportsman and Pro racer, 5 point harness are required see Punisher racing 2018 rule book

Window Nets

Street legal / Trail Wheeler

Window nets are not required but highly recommended

Sportsman and Pro racer, window nets are required see Punisher racing 2018 rule book

Doors

All vehicles must have doors, door bars or skins that protect the driver and co driver in case of a rollover. Doors, door bars or skins must run at the mid length of the driver or co driver torso while seated.

Roof

All vehicles must have a roof covering the occupants cockpit area to prevent injuries in the case of a rollover.

ROLLCAGES

Street Legal and Trail Wheeler class, roll cages are not required but highly recommended.

Sportsman and Pro racer class, roll cages are required see Punisher Racing 2018 rule book.

FIRE EXTINGUISHERS

Street legal / Trail Wheeler Class, fire extinguishers are not required but highly recommended.

Vehicles not equipped with onboard fire extinguishers will be required to cover any costs associated with the discharge of a fire extinguisher in case of a fire on competitors vehicle.

Sportsman and Pro racer class, fire extinguishers are required, see Punisher Racing 2018 rules

Personal Safety Equipment

Race Suit

*street legal and trail wheeler classes will be permitted to wear one piece fire retardant coveralls.

One-piece fire suits are recommended but not required . Suits or coveralls must cover from the neck to the ankles and to the wrists. The suits must not have any holes, rips, or tears, nor be worn thin. Suits must also be free from any petroleum-based contaminants. All suits must be made from fire-resistant material with the manufacturer's fire resistant rating label attached.

*Pro and sportsman race classes One-piece single layer fire suits are required. Suits must cover from the neck to the ankles and to the wrists. The suits must not have any holes, rips, or tears, nor be worn thin. Suits must also be free from any petroleum-based contaminants. All suits must be made from fire- resistant material with the manufacturer's fire resistant rating label attached. A minimum of a two-layer fire suit, is recommended. Fire resistant gloves and footwear are very highly recommended.

Helmets

- Helmets are required for all classes.

*Street legal & Trail Wheeler class will be permitted to wear dirt bike style or motorcycle style full face, or open face helmets. Beanie or skull bucket type will Not be permitted.

*Sportsman and Pro racer class

-Helmets must be approved by, and bear the sticker of, one of the following: Snell M2005/SA2005/M2010/SA2010 DOT/ECE 22-05/BSI. See Punisher Racing 2018 rules for file details. All helmets must work in conjunction with neck ring / HANS device. Motorcycle beanie style helmets are not acceptable, in racer classes full face helmets are highly recommended.

Eye Protection

- Shatter resistant eye protection is required for all competitors

Neck braces

*Street legal and trail wheeler class

Head and neck restraints are NOT required but highly recommend.

*Sportsman and Pro race class

Neck braces are required for all competitors. Neck braces should be worn and provide adequate support and have a fire-resistant covering in good or like- new condition. It is highly recommended that a HANS or similar head and neck restraint system made by a recognized manufacturer be worn. Helmets must work with neck restraints system.

Environmental

Fluids and containment

All participants and racers will take responsibility for any spills or environmental damage caused by fluids. All vehicles participating in any event must meet the minimum rollover protection fluid containment rules as outlined. All participants and racers will be responsible to remove all fluids from site and dispose of in a manner fitting to Alberta laws. No fluids are to be disposed of on site.

Work areas (pit area) must be lined with tarp to prevent fluid transfer to the ground, (e.g. when work or maintenance to race vehicle is being performed including fueling of vehicle a tarp greater than the size of the race vehicle must be laid out to collect any spills or leaks.) it will be highly recommended that all race vehicles be parked on tarps when not in use to prevent spills or leaks. All fluids must be stored on tarps on in a manner that will prevent leaks or spills.

Spills

Any spills or loss of fluids on race track or any area of event must be reported and cleaned up immediately following local environment rules and regulations.

Fire / fire prevention

All racers participants race groups, associations, organizations, and event promoters will have a fire prevention plan in place. All participants will have a dedicated fire extinguisher at each of their pit sites separate from the race vehicle to prevent fires and wild fires.

***All times, length of race, number of heats, order of classes, or format of race and or heats is subject to change based on number of cars / entry's for each heat or race, or at the discretion of TCR staff to provide the most competitive racing.

*** All drivers, co drivers and pit crew are responsible to comply with all listed rules, tech rules and uphold a high standard of race / competition etiquette.

*** TCR race officials have the right to modify, amend or make changes to rules as needed to create a safe and competitive environment.