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**1983**

**OFF ROAD AND CLOSED  
COURSE RACING  
RULES & REGULATIONS**

# 1983

**Off-Road  
& Closed Course  
Racing  
RULES  
and  
REGULATIONS®**



**SCORE INTERNATIONAL®**

31356 Via Colinas, Suite 111  
Westlake Village, CA 91362  
(213) 889-9216



**"THE RULES AND/OR REGULATIONS SET FORTH HEREIN ARE DESIGNED TO PROVIDE FOR THE ORDERLY CONDUCT OF RACING EVENTS AND TO ESTABLISH MINIMUM ACCEPTABLE REQUIREMENTS FOR SUCH EVENTS. THESE RULES SHALL GOVERN THE CONDITION OF ALL SCORE INTERNATIONAL® EVENTS, AND, BY PARTICIPATING IN THESE EVENTS, ALL SCORE INTERNATIONAL® MEMBERS ARE DEEMED TO HAVE COMPLIED WITH THESE RULES. NO EXPRESS OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM PUBLICATIONS OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND ARE IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, SPECTATORS, OR OTHERS."**

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SCORE International® is not liable for actions or decisions made by individuals, promoters or organizations, etc., using SCORE® Rules.

Effective January 1, 1983, these rules, which constitute rules and regulations governing SCORE International® and SCORE International®-sanctioned events, supercede all previous editions of SCORE International Rules and Regulations®.

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**SCORE INTERNATIONAL**

31356 Via Colinas #111  
Westlake Village, CA 91362  
213/889-9216

PRESIDENT  
Sal Fish

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**TOYOTA**  
**Official Truck of SCORE International**



# SCORE INTERNATIONAL

## COMPETITION CLASSES

CLASS	DESCRIPTION
1	Single-Seat 4-Wheel Vehicles
1-1600	Single Seat 4-Wheel Vehicle Displacing 1600cc
2	Two-Seat 4-Wheel Vehicles
2-1600	Two Seat 4-Wheel Vehicle Displacing 1600cc
3	4-Wheel Drive (short wheelbase)
4	4-Wheel Drive (long wheelbase)
5	Unlimited Baja Bugs
5-1600	Baja Bugs Displacing 1600cc
6	4-Wheel Production Automobiles
7	Mini or Mid-Sized 2 & 4-Wheel Drive Pickups
7S	Stock Mini or Mid-Sized 2 & 4-Wheel Drive Pickups
8	2-Wheel Drive Utility Vehicles
9	Single-Seat VW Powered 4-Wheel Vehicles Displacing 1200cc and under
10	Single & Two-Seat 4-Wheel Vehicles Displacing 1650cc and under
11	Stock VW Sedan
14	Unlimited 4-Wheel Drive Vehicles
20	Motorcycles 125cc or under
21	Motorcycles 250cc or under
22	Motorcycles 251cc or over
23	3-Wheeler Displacing 0cc to 200cc
30	Motorcycles Any Displacement Entrant 30 years or over
33	3-Wheeler Displacing 201cc to 250cc
38	Motorcycles Any Displacement Entrant 38 years or over
43	3-Wheeler Displacing 251cc or over

### Rule Usage

1. SCORE Promotion — One of SCORE's fully sponsored events.
2. SCORE Co-Promotion — SCORE working with another promoter to conduct an event.
3. SCORE Sanction — An event run under SCORE Rules and Regulations but not organized by SCORE International.
4. SCORE Rule Usage — Event run under SCORE Rules—use of which has been paid for by the organizer to SCORE International.

# 1983 RACE DATES

**SCORE's drawings and race dates are under consideration and were not available at the time this rule book went to press.**

**The complete schedule will be published in each issue of SCORE NEWS & OFF ROAD INDUSTRY REPORT starting with the December, 1982 issue.**

**For further information contact:  
SCORE International  
31356 Via Colinas  
Suite 111  
Westlake Village, CA 91362  
(213) 889-9216**





## ORGANIZATION TERMINOLOGY

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

**S.I. or SI:** SCORE International®.

**FIA (Federal Internationale de l'Automobile):** The International Federation of National Automobile Clubs.

**ACCUS (Automobile Competition Committee for the United States):** The sole authority for the control of international automobile competition in the U.S.A., its territories and protectorates under the terms of the International Sporting Code of the FIA.

**CSI (Commission Sportive Internationale):** The International Sporting Commission which is appointed by the FIA to deal with competition matters.

**ASN (National Sporting Authority):** A National governing body for automobile competition recognized by the FIA.

**Event:** An entire program of Races.

**Race:** A contest between one or more Vehicles that are competing against the clock, or between two or more Vehicles that are competing directly against each other.

**Race Steward:** The person selected by SI to be the senior official responsible for officiating the Event.

**Race Official:** An individual designated by the Race Steward to officiate at an event.

**Competition Board:** The Competition Board shall be composed of four (4) individuals. The President of S. I. shall serve as chairman and shall designate the other three (3) members of the board. At least one member of the board will be an individual who has competed in prior SCORE events.

**Registrar:** The Registrar shall be responsible for accepting, certifying and processing all entries and credentials for drivers, crews and officials.

**Technical Director:** The Technical Director shall ascertain by visual examination that vehicles entered in an event comply with the Competition and Supplementary Regulations for the Event.

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

**Communications Director:** The Communications Director shall be responsible for establishing and directing the operations of the communications network, including net control, repeaters (if necessary) and all mobile stations.

**Emergency Director (Medical and Fire):** The Emergency Director shall be responsible for coordinating staffing and directing operations of all medical and fire protection personnel.

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**Chief Scorer:** A person appointed by the Race Steward to be responsible for scoring an Event.

**Chief Timer:** A person appointed by the Race Steward to be responsible for timing an Event.

**Class:** Vehicles in a category may be grouped into Classes. The class for which a Vehicle is qualified may be determined by engine displacement, pounds per cubic inch ratio, seating capacity, or any other method listed in the SCORE International Rules or the Supplementary Regulations for the Event in which the Vehicle is entered. Classes may be combined at the discretion of SI to expedite race schedules.

**Entrant:** A Driver / Co-Driver, Rider / Co-Rider, or 2, 3 or 4 wheel vehicle owner whose entry is accepted for an Event.

**Entry Application:** A form supplied to prospective Entrants. Entry Applications must be completed as printed with no additions or deletions.

**Driver/Rider of Record:** A person named to be the operator of a vehicle that is entered in an Event.

**Co-Driver/Co-Rider:** A person listed on the Entry Application as a Co-Driver/Co-Rider who is eligible to drive/ride a Vehicle in competition, or may occupy the passenger seat of a vehicle entered in an Event.

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

**Sanction:** The documentary authority granted by SI to organize and conduct an Event.

## EVENT TERMINOLOGY

**Supplementary Regulations:** Regulations which are normally consistent with the SCORE International Rules and which define special or additional rules for a specific Event.

**Race Central:** Headquarters for the Race Officials and subsequent coordination of Race activities.

**Impound:** A specified location with limited personnel access designated for the containment of all Race Vehicles prior to and immediately following an Event.

**Contingency:** A Contingency is the commitment made by a contract with a manufacturer, company, or individual and SI to post or pledge a certain amount of cash as an award to Contestants for using a certain Vehicle, product or service and displaying that product's decal on the Vehicle or Motorcycle as required. Decals are generally required and must be assumed to be required unless otherwise stated.

**Contingency Row:** A specified location designated for the purpose of Race Vehicle product use declaration and product display by manufacturers.

**Contingency Inspection:** A specified location designated for the post-race examination of Race Vehicles to determine Contingency prize money certificates.

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**Stuck Stub:** A printed form with spaces for vehicle number, time of break-down, location, description of parts needed and/or help wanted, or other message to pit crews. Stuck Stubs will be carried in each Vehicle in competition in long-course Events.

## VEHICLE TERMINOLOGY

**Vehicle:** Any of the cars, trucks, or motorcycles listed in SI classes.

**Models:** A particular body, chassis or engine that has been produced in quantity.

**Four-Wheel Vehicle:** A self-propelled land Vehicle that has at least four wheels which contact the course surface. The wheels must not be mounted on a common line; i.e., the wheels must make at least two tracks. At least two wheels must be used for steering and no more than two may propel the Vehicle (4-Wheel Drive Vehicles excepted).

**Three-Wheeler:** A self-propelled land Vehicle that has at least three wheels which contact the race course surface, the wheels must not be mounted on a common line; i.e., the wheels must make tracks. At least one wheel must be used for steering and no more than two may propel the Vehicle.

**Motorcycle:** A self-propelled land Vehicle that has at least two wheels which contact the race course surface. The wheels must be mounted on a common line; i.e., the wheels must make only one track when driven in a straight line.

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

**Closed Cockpit Vehicle:** A Vehicle having a solid metal roof. Fiberglass cabs and rear engined Vehicles with the sides and top enclosed but are not considered closed cockpit for determining roll cage dimensions but are considered enclosed Vehicles regarding firewalls and splash bulkheads.

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

**Weight:** Shall be considered dry weight, gas tanks shall be drained, tools and spare parts must be removed, but otherwise race ready.

## **GENERAL REGULATIONS**

### **Officials**

**G-1** — The promoter or track operator may run any type Event approved by S. I.

**G-2** — The Race Steward or his designated representative shall have the authority to penalize, disqualify and/or suspend any Entrant for the violation of these rules, including but not limited to the special rulings and supplementary regulations described in G-5 and G-6.

**G-3** — Special rulings may be made by S. I. to account for conditions presented by the location of the race, the condition of the course, or any other circumstance requiring such a ruling.

**G-4** — Special rulings issued from S. I. will be considered as official amendments to this list of rules, regulations, and specifications.

**G-5** — Special rulings or changes in specifications will not be in effect in any Category or Class until such rulings or changes are issued from S. I. in bulletin form. S. I. newsletters will be considered as official bulletins and SCORE News and Off Road Industry Report will be considered as official bulletins.

**G-6** — Supplementary Regulations may be issued for each Event as necessary to addend, suspend or modify existing rules and regulations. Supplementary Regulations for individual Races will cover Vehicle driver changes for that Race.

**G-7** — SI assumes no responsibility whatsoever for delays, postponements and/or cancellations of all or part of an Event because of inclement weather, unsafe course conditions and/or any other reason.

**G-8** — The Race Steward will have overall responsibility for the conduct of any event conducted under these rules and regulations. The Race Steward will be either the senior S. I. official present at the race or the individual assigned by S. I. to serve as as Race Steward. All official race personnel will be directly responsible to the Race Steward.

**G-9** — No one falling under the jurisdiction of any Race Official at any Race and/or Event shall subject said official(s) to improper language or other demeaning actions.

**G-10** — S. I. members are not employees of SI and are independent contractors who assume and take all responsibility for all charges, premiums, and taxes, if any, payable on any funds they may receive as a result of their participation in any Events as members of SI.

**G-11** — The promoter reserves the right to refuse any Entry Application.

### **ENTRANTS**

**G-12** — Any Entrant who fails to fully fill out and sign required registration forms and releases shall be disqualified, and shall forfeit any prize money, contingency monies or points won in the Race.



**G-13** — No Entrant or crew member may enter racing areas until he has signed all releases, registrations and/or entry forms. No person shall sign the release sheet for anyone other than him/herself.

**G-14** — The Entry Applications of persons under 21 years of age, or under 18 years of age in those States in which 18-year-olds have been legally granted adult rights and status, must provide a notarized minors release, executed by his parent or legal guardian. Minimum age of an Entrant is 15 years of age.

**G-15** — Any Entrant who competes in a Vehicle that he is not eligible to drive, and/or any Entrant permitting such action, shall forfeit all prize money, points and contingencies won in the particular Event.

**G-16** — Any Entrant or pit crew member who permits a Vehicle to be driven in any Event by an unauthorized person, or who fails to notify Race Officials of any change of Drivers during an Event shall forfeit all prize monies, points and Contingency monies won in the particular Event.

**G-17** — Deliberate, abusive nerfing or bumping shall be reason for reprimand, penalty, disqualification and/or suspension at the discretion of the Race Steward.

**G-18** — All Entrants MUST attend the Driver's meeting. Failure to comply will result in disqualification and/or a fine. Roll calls may be made.

**G-19** — The Driver/Rider of Record must start and drive at least 20% of the Race, or if he does not start, he must drive at least 30% of the Race to be eligible for the SCORE SIA Drivers Points Championship Awards. If a Driver/-Rider of Record change is made after the event drawing, no points will be given for that entry.

**G-20** — A Driver shall not permit any person other than a Co-Driver in Co-Driver's normal riding position to ride on or in any part of his vehicle.

### **Disqualification**

**G-21** — Drinking of intoxicating beverages in the pits, or the race course, or on the surrounding premises by any person is strictly forbidden. Also, the use of narcotics (amphetamines or other stimulants, barbituates or other depressants) is forbidden. No drugs acting like, or containing Ephedrine may be used, unless written authorization is obtained and presented to the Race Steward or his designated representative or representatives prior to Race day. Any Entrant or crew member in an Event who shows any evidence whatsoever of being under the influence of any of the aforementioned shall be disqualified, subject to suspension from all future Events and must leave those premises immediately at the direction of the Race Steward or any of his authorized representatives.

**G-22** — Any Entrant or crew member who has been penalized, disqualified or suspended for an infraction of any of these rules and regulations shall have the right to a hearing by making a written request to the Competition Board c/o S. I. headquarters. Such request shall not be timely unless it is received by the Competition Board not later than five days after the penalty or suspension which is the subject of the request for hearing.

The hearing shall be conducted by the Competition Board at S. I. headquarters at the time designated by the Chairman of the Competition Board. In addition to considering the appropriateness of any penalties, disqualifications or suspensions, the Competition Board shall have the right to levy



increased penalties, disqualifications and suspensions if it deems them appropriate. The Competition Board shall give the Race Steward and the individual demanding the hearing written notice of its decision. All decisions of the Board shall be final.

**G-23** — The class purse for any class in which an entrant has been disqualified will not be awarded until the results of any requested hearing are determined.

**G-24** — Any person who makes a false statement on a Contingency form shall be disqualified and shall forfeit all prize monies, points and Contingency monies.

**G-25** — Any Entry Application containing a falsified signature shall cause the automatic disqualification of the Entrant and forfeiture of all prize money, points and Contingency money won in the particular Event.

**G-26** — Any Entrant disqualified from any Event forfeits all rights to any prize, purse, points or Contingency monies and shall not be entitled to a refund or any portion of his entry fee.

## **LONG COURSE**

**G-27** — The maximum duration of an Event will be set by the organizers.

**G-28** — A Vehicle's official time for an Event shall be the total elapsed time from its actual assigned time, as determined by the Race Steward until the Vehicle crosses the finish line. Time spent refueling and at checkpoints is included in the elapsed time unless otherwise designated.

**G-29** — Any vehicle that does not cross the finish line within the elapsed time set by the organizers shall be deemed "DNF," and not eligible for position points.

**G-30** — The winner for each Class shall be the Vehicle that finished with the lowest elapsed time and meets all other criteria enumerated in this Section, providing his time does not exceed the maximum duration set by the organizers, unless otherwise stated.

**G-31** — All Entrants must report all accidents and breakdowns they may have witnessed to the Race Official in charge at the first checkpoint following the scene of the accident or breakdown.

**G-32** — Some visible means of warning must be placed on the road at least 200 feet in front of any accident or breakdown. Reflectors are recommended and at least two 15-minute flares are required to be carried on each Vehicle.

**G-33** — All Entrants must deliver any Stuck Stub given to them to the Race Official in charge at the next checkpoint the Contestant reaches.

**G-34** — Any Entrant who must discontinue the race is required to report via Stuck Stub to a checkpoint crew or report to the start-finish line he is out of the race.

**G-35** — No aircraft, whether fixed wing, helicopter or other type of craft, will be used at any race without first registering with SCORE International. There shall be no radio communication between such aircraft and vehicles.



entered in the competition, except in the event of a medical emergency. Furthermore, aircraft shall not be used to transport a driver/rider of record, co-driver/co-rider to and from locations on course. This rule does not prohibit transportation of contestants to points on the course, so long as, at the time he is transported, he has not driven any portion of the course, or the contestant is being transported from the course and will not be further competing in the race. Aircraft should not be operated in such a fashion, so as to constitute a nuisance or danger to the race vehicles, officials or spectators.

Any use of aircraft in violation of this rule is a ground for disqualification under rules G-21-26 of these rules.

**G-36** — All starting procedures will be announced or covered at the Driver's meeting prior to each Event.

**G-37** — After leaving the starting line, each Vehicle must pass thru each S.I. control point or VCM, and stop at all designated checkpoints in numerical sequence. Any Entrant who misses or does not stop at a checkpoint, or does not cross the finish line within the allotted elapsed time designated for the Event will not be considered a finisher and will not be eligible for any prize money, points, trophies or other awards which might be offered to finishers.

**G-38** — No Race Vehicle shall be towed, pushed, pulled or transported by another vehicle further than 1% of the total distance of the race. No Vehicle may be assisted from, past or through a checkpoint or within one (1) mile of the finish line. The Vehicle must cross the finish line while under power (engine running and propelling the Vehicle, Vehicle coasting, starter cranking engine or physically pushed by its occupants).

**G-39** — No Entrant may run in two or more Classes simultaneously with one Vehicle even though entries are paid in more than one Class. (Some closed course Events excepted).

### **Protests**

**G-40** — The Race Steward, with or without protest, has the right to disqualify any vehicle or entrant for violation of any of these rules and regulations. Protests may be made by another entrant in the protestee's (entrant against whom a protest has been lodged) class. Such protests must be accompanied by a \$100 cash fee and (a) in a closed course race must be filed with the fee and delivered to the Race Steward within 30 minutes from the end of the event in which the protest is being filed, (b) in long course events must be filed in writing with the fee and delivered to the Race Steward not later than one hour after the posting of the unofficial results, (c) technical protests regarding safety or misclassification of a vehicle must be made by the required fee by the close of pre-race tech inspection and may be presented either to the Race Steward or his designated representative. The decision of either the Race Steward or the Technical Director shall be final with regard to technical protests. With regard to all other protests, the decision of the Race Steward will be final. Protest fees will be returned to the protester if the protest is allowed and will be delivered to the protestee if the protest is not allowed.

**G-41** — Inspection of protested items will be required of any Entrant who has an official protest lodged against his race Vehicle. Failure to submit to inspection will result in automatic disqualification. The individual(s) lodging protest(s) must deliver \$100.00 each per item protested to the promotor or his designated representative prior to the initiation of the inspection of the protested Vehicle(s). Those attending the inspection(s) will be as follows:



- Overall Champion, Memorial 100, 1982, '81, '80 only three-time Overall Champion ever.
- 1st and 2nd, Memorial Showdown, 1982.
- 1st, Memorial Unlimited Championship Race, 1982.
- 1st, Class 1, Baja Mid-America, 1982. (track record, fastest lap, fastest time trial).
- 1st, Sugar Camp Buggy Championship, 1982.
- 1st in point standings, Class 1, NCPS, 1981.
- 1st in point standings, Class 2, NCPS, 1981.
- 1st in point standings, Class 9, NCPS, 1981.



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Left to right: Steve Probst, Kevin Probst, Jeff Probst

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(a) the protestor or his designated representative; (b) the protested competitor or his designated representative; (c) the protested competitor's mechanic or his designated representative; (d) the race promotor or his designated representative; (e) the race promotor's technical inspector(s) who shall accomplish the required inspection of the engine. (No other persons shall be present, nor witness the proceedings, until the inspection has been completed. At the discretion of the race promotor, with the approval of the protested competitor, members of the press, or news media will be allowed to observe the inspection(s) for reporting purposes only). Protests will only be accepted from bona-fide Entrants in the Class at the race Event. Only those Entrants who place "in the money" as established by the Promoter within his award payback schedule, OR WITHIN THE NEXT THREE (3) FOLLOWING THE LAST PAYBACK PLACE, will be allowed to lodge a protest. (Example: if payback is for places 1 through 5, then competitors finishing in positions 6, 7 and 8 would be allowed to protest, as well as those in places 1 through 5). If the protested Contestant is found to comply with those sections of the rules for which he was protested, then the \$100.00 protest fee shall be his. If the protested competitor is found to not comply with that section(s) of the rules for which he was protested, the protest fee shall be returned to the protesting Entrant and the protested Entrant shall be disqualified.

### **DRIVERS/CO-DRIVERS**

**G-42** — The number of Drivers per vehicle shall be limited to the following: Classes 1, 1-1600, 9, 10 (single seater), 20, 21, 22, 30, 38, 23, 33, and 43; Driver, 1st co-driver, 2nd co-driver (emergencies only). Classes 2, 2-1600, 3, 4, 5, 5-1600, 6, 7, 7S, 8, 10 (two seater), 11, and 14; Driver and three (3) co-drivers. Classes 3, 4, 5, 7, 7S, and 8 may run with 1 or 2 occupants. Classes 2, 2-1600, 5-1600, 6, 10 (two seater), and 11 must always have 2 occupants unless otherwise stated in Supplementary Regulations. Should a situation arise that an entrant, because of severe illness or injury be unable to continue in or on his entry during competition, and the emergency co-driver / rider or any other co-drivers listed on his entry are unavailable, a SCORE International banded entrant from another entry may continue in or on that entry to the nearest official SCORE checkpoint where, before he continues on, he must file a Driver Change form with a Checkpoint Captain.

### **MOTORCYCLES**

To be eligible to compete in the 1983 SCORE Off-Road World Championship at Riverside International Raceway you must have competed in one (1) or more of SCORE events commencing with the 1982 Pernod/SCORE Baja 1000.

**G-43** — The Race Steward or his designated representative have the right to change the race Vehicle numbers.

### **PITS**

**G-44** — No one will be allowed to enter the pit or race area without first presenting a valid SI pass to the Race Official.

**G-45** — At all times the Entrant assumes responsibility for the actions of his pit crew.



**G-46** — No persons under suspension by the Competition Board will be permitted to participate or be allowed to enter the pits or racing area.

**G-47** — Any pit vehicle, running on or near the race course, that is endangering the Entrants, Race Officials, or spectators, could call for the disqualification of the particular vehicle for which they are servicing or pitting.

**G-48** — Vehicles in the pits or racing area shall not be used as spectator vantage points when to do so might impair the line of vision of the others. Race Officials in the area are empowered to enforce this regulation.

**G-49** — Any Entrant, crew member or other pit pass holder who takes part in any demonstration in the pits, on the course or surrounding area before, during or after an Event shall be subject to expulsion from the premises; and, in the case of Entrants shall result in automatic suspension, and / or disqualification, and / or loss of points and forfeiture of purses, awards and prizes.

**G-50** — Maximum speed limit in the pit area is 10 mph.

**G-51** — The Pitting Zone surrounding each checkpoint shall be determined by the Checkpoint Captain at each checkpoint.

## **TECH**

**G-52** — Frame numbers have been issued beginning January 1, 1976, to each competition Vehicle. Records will be maintained on each Vehicle for technical identification purposes.

**G-53** — Each Vehicle, regardless of Class must complete and satisfactorily pass the inspection of the Technical Inspector or his designated representatives before being allowed to participate in an Event. A safety inspection seal will be issued upon completion of tech.

**G-54** — SI reserves the right to subject any Vehicle to a mechanical inspection at the discretion of Race Officials in charge. It shall be the responsibility of the Driver or Entrant to tear down a Vehicle for inspection when requested to do so by the Race Official in charge. Failure to comply will result in disqualification of Driver, Entrant and Vehicle, and may result in suspension from future Events by S. I.

**G-55** — SI reserves the right to limit admittance of personnel to any area or garage in which inspections are being made; and the Technical Director has the right to limit attendance to only those inspectors and two mechanics assigned to perform the work necessary in handling the Vehicle for the inspection.

**G-56** — SI reserves the right to seal or impound Vehicles competing in an Event.

**G-57** — SI assumes no responsibility for impounded Vehicles, although all reasonable efforts will be made to insure their safety.

**G-58** — While Tech Inspection is intended to help, recommend, and assist participants in preparing their Vehicles, it is the full responsibility of Entrants, Drivers, owners, and sponsors to meet all SI rules and specifications issued from SI Headquarters.

**G-59** — At any Event which calls for a mandatory inspection of Vehicles after a Race or Event, any Vehicle removed from the area without permis-



sion of the Race Steward or his designated representative, or any Vehicle not taken directly to an inspection area when requested by the Race Steward or his designated representative, in charge, shall subject Driver, Entrant, and Vehicle to disqualification from the Event and forfeiture of all money, points, awards, Contingencies, and prizes, and may result in suspension from future Events by the Competition Board.

**G-60** — Race Officials may require the owner of a Vehicle damaged in a Race to submit the car to a post-incident inspection by SI's technical staff. If the owner refuses inspection, the car may be restricted from any and all future SI races.

**G-61** — No Entrant, pit crew member or sponsor shall have any claim for damages, expenses, lawsuits, or otherwise against promoter, track operator, S. I., its officers, agents or employees arising from damage to any vehicle, personal injury to the driver or monetary loss of any kind whatsoever. Entrants, pit crew members and sponsors waive any claim they may have against promoter, track operator, S. I. or its officials when they voluntarily participate in any racing activities conducted under these rules.

## **COMPETITION REGULATIONS**

These regulations apply to all classes, unless otherwise noted in Supplementary Regulations. Unless the Class requirement or safety regulations specifically state that a modification or optional equipment is permitted, it will not be allowed. SCORE International's intent when prescribing specifications for safety equipment for Vehicles that will compete under SI rules is to provide adequate protection to all entrants and spectators. SI does not intend to restrict the general or specific design of any Vehicle or the development of competitive vehicles, but does wish to encourage all entrants to give full attention to safety requirements. Any deviation from general rules at any SI-sponsored or sanctioned Event will be subject to approval of the Technical inspectors in writing in advance of the Event.

All Entrants, when operating Vehicles on the racing course at all times, including warm-ups, must wear an approved helmet, protective clothing, safety belt, and shoulder harness, and all doors, if any, must be properly secured. In addition all occupants competing in vehicles without full windshields must wear eye protection and those occupants competing in closed cars must have eye protection available in the event the wind-shield should be broken or knocked out. Motorcyclists are required to wear protective clothing and helmets.

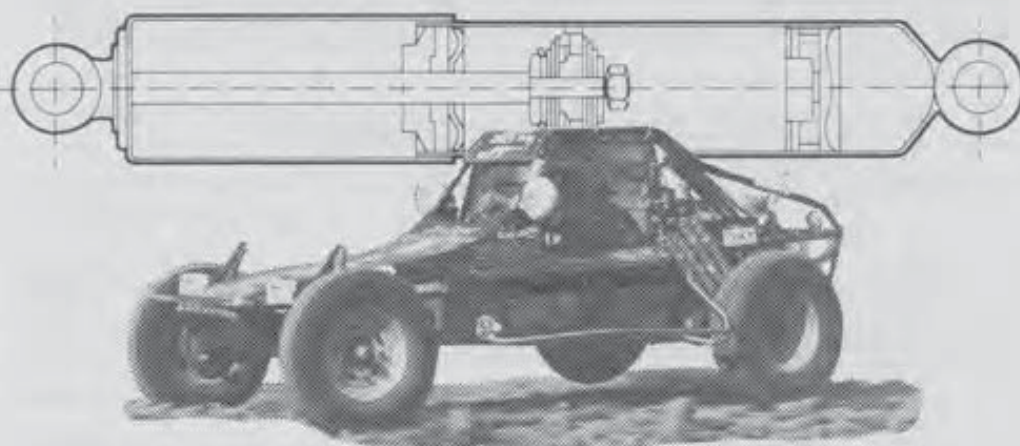
**CR-1 — Helmets:** Must be of type approved by the Snell Memorial Foundation, 1975, with either a green or red Snell sticker attached, effective January 1, 1979. Snell Foundation standards 1975 or 1980 only. SCORE recommends each helmet be labeled (painted) with the driver's name, allergies or any other medical information. Straps must have "D" rings, no snaps.

**CR-2 — Protective Clothing:** Driver suits are required that effectively cover the body from the neck to the ankles and wrist, manufactured of fire resistant material with the manufacturer's fire resistant label attached. One-piece drivers suits are highly recommended. Two piece will not be allowed unless shirts have a positive hold down system.

Driving gloves are recommended and made of leather and/or other fire resistant material containing no holes. Motorcyclists protective clothing includes full length boots, gloves, goggles, shoulder pads and padded

# BILSTEIN

**GAS PRESSURE SHOCK ABSORBERS**



**THE PROVEN LEADER OF GAS  
PRESSURE SHOCK ABSORBERS.**



## **Technical data for off-road shock absorbers**

PART #	EXT. LENGTH	COLL. LENGTH	TRAVEL	SHAFT
B46-930	412 (16.22")	276 (10.87")	136 (5.35")	12mm (15/32")
B46-349	560 (22.05")	351 (13.82")	209 (8.23")	12mm (15/32")
B46-359	560 (22.05")	351 (13.82")	209 (8.23")	12mm (15/32")
B46-350	790 (31.10")	485 (19.09")	305 (12")	14mm ( 9/16")
B46-360	656 (25.83")	401 (15.79")	255 (10.04")	12mm (15/32")

For further information and special off-road applications contact  
Doug Robertson at BILSTEIN Corporation of America,  
11760 Sorrento Valley Road, San Diego, CA 92121,  
(714) 453-7723



trousers. Also see CR-1 for more information on Helmets. And helmets which are full coverage or full face units.

**CR-3 — Eye Protection/Dentures:** Eye protection is required for all occupants competing in or on vehicles (motorcycles) without full windshields, and those competing in closed vehicles must have eye protection available in the event the windshield is broken or knocked out.

It is highly recommended that entrants with removable dentures, remove dentures prior to competing in an off-road event.

**CR-4 — First Aid Kits:** A suitable, weatherproof emergency kit, composed of individually packaged (10 unit minimum) supplies must be carried in each vehicle.

Each 10-unit kit must contain at least the following items:

- (1) Four inch bandage compress
- (2) Two inch bandage compresses
- (1) Triangular bandage
- (8) 2" x 3" adhesive pads
- (16) 1" x 3 1/4" adhesive bandages
- (10) Prep pads-treated
- (1) Eye dressing packet
- (10) Ammonia inhalants
- (1) Ace Bandage

**CR-5 — Emergency Signaling Devices:** All vehicles except motorcycles must carry a minimum of two (2) Fifteen Minute Phosphorus emergency signaling flares during long course events. Vehicles may also be required to carry additional emergency signaling devices (colored paper) during long course events.

**CR-6 — Horns:** It is required that all Vehicles except motorcycles be equipped with a loud sounding device. No sirens allowed.

**CR-7 — Reflectors:** All vehicles including motorcycles must have either two (2) (four-wheeled vehicles) or one (1) (two-wheeled vehicle) 2" minimum diameter red reflectors on the rear of the vehicle and/or helmet.

**CR-8 — Fire Suppression Equipment:** Each vehicle except motorcycles shall be equipped with a portable UL-approved 2 1/2 pound maximum ABC rated dry chemical type fire extinguisher, equipped with a capacity gauge. The extinguisher must be fully charged, securely mounted and easily accessible.

Permanently installed, on-board fire suppression systems using either an approved dry chemical, foam, or "Halon" agent, are highly recommended in addition to the portable extinguisher. An on-board system should have three (3) nozzles, one nozzle should be located in each of the following areas: driving compartment, fuel compartment, engine compartment.

**CR-9 — Survival Supplies:** All vehicles in competition in long course events must carry at least two (2) days survival supplies and at least one (1) quart of water or other suitable liquid for each occupant.

## **SUSPENSION COMPONENTS**

**Suspension - General:** On all production-type vehicles in production classes, front and rear suspension systems may be strengthened by adding



material or replacing parts, but the basic design of the systems may not be changed. Suspension springs and their mounts may be modified, provided the original spring type and mounting method and placement are retained. (Strictly stock classes excepted.)

**CR-10 — Shock Absorbers:** At least one shock absorber per wheel, in working condition, must be used on 4-wheel vehicles; **other systems are subject to the Tech Inspector's approval in writing in advance.**

**CR-11 — Wheels and Tires:** Hubcaps must be removed for inspectors, who will check for loose lugs, cracked wheels, worn or oversize lug holes, spindles, axle nuts, cotter pins, etc. Snap-on hubcaps are not permitted on any Class of Vehicle during competition. Tires will be visually checked for condition and must be considered safe by the Technical Inspector prior to any runs by the Vehicle. It is recommended that paint be removed from the back side of the wheel (mounting surface) and the mounting surface of the drum. Paint burns, blisters and peels allowing the lug nuts to loosen. Maximum tire size 40" O.D., pressure checked at 18 psi on rim to be used. No multiple tires.

**CR-12 — Fasteners:** All nuts, bolts, and component parts on each Vehicle's suspension system, chassis and running gear must be secured with either lock nut, lock washer, cotter keys or safety wire, and must have at least one full thread showing through the nut.

#### **STEERING AND BRAKING COMPONENTS:**

**CR-13 — Steering:** Each Vehicle's steering system will be inspected to determine its condition. Steering must be considered safe by the Technical Inspector. Steering wheel play must be at a minimum. Drag link and tie rod ends must be secured and keyed. All altered or modified steering systems will be closely checked for insecure welds and faulty parts. 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 7/8" O.D. x .060" wall thickness unless it is an original factory production item.

**CR-14 — Brakes:** All Vehicles must have at least one operating brake on each wheel, in safe working condition, as determined by the Technical Inspectors.

#### **ELECTRICAL SYSTEM**

**CR-15 — Ignition:** Each Vehicle in competition must have a positive action on-off switch in good working order, located within easy reach of the Driver and marked or labeled "ignition" on-off.

**CR-16 — Batteries:** Batteries must be securely mounted with metal-to-metal tie-downs. All wet cell batteries mounted in the driver's compartment must be fully enclosed, including the sides and bottom of the battery which will 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 full bulkhead (firewall) separating the driver and the battery.

**CR-17 — Lights:** All four-wheel vehicles must have a minimum of two



headlights. At least two brake lights and two tail lights must be used, mounted at least 36" from the ground if other than stock. The brake light must be a minimum of 3" in diameter. In long course events, motorcycles and 3-wheel vehicles must also have a minimum of one headlight and one operable tail light or reflector, if specified. All lights on all Vehicles must be in operating condition.

**CR-18 — Starters:** All Vehicles, except motorcycles and 3-wheel vehicles, must have a battery and starter (carried on board) capable of cranking and starting the engine.

## **FUEL SYSTEM**

**CR-19 — Fuel:** Any of the following commercially available gasolines or LPG or diesel fuel may be used.

Service station type pump fuel  
Racing gasoline as manufactured  
Commercial aviation gasolines as manufactured

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 technical inspection prior to the event. Fuel samples may be taken at random before, during and after the event at the discretion of the Technical Inspector.

**CR-20 — Fuel Tanks:** All fuel tanks must be securely mounted. Auxiliary fuel tanks may be added to the vehicle in all classes except Class 11, provided they are mounted securely and filled from and vented to the outside of the vehicle. All fuel tanks mounted outside the Vehicle exposed to crushing forces under any condition of crash or upset must be equipped with an approved burst proof bladder. No side pod fuel tanks allowed other than fuel cells.

No GI cans or fuel containers similar in construction or purpose will be allowed in or on any vehicle during a race.

**Splash Shield:** Must be designed to prevent any spilled fuel while refueling, to be directed to the outside of the vehicle away from driver, engine, and exhaust system.

**Fuel Cells:** Safety fuel cells are recommended for all classes (except Class 11) and required in Classes 1, 2, 5 and 5-1600.

A substantial cross member must be between the fuel tank and driver in vehicles with rear mounted fuel tanks.

Fuel Cells must meet the specifications established by the FIA (Federal Internationale de L'Automobile). The following are basic but not complete specifications established by the FIA and adopted by SCORE International. Safety Fuel Cell Specifications. Safety fuel cells shall consist of a fuel bladder enclosed in a smooth skinned container as follows:

**Materials:** Bladders shall be constructed of nylon or dacron woven fabric impregnated and coated with a fuel resistant elastomer.

Physical Properties — minimum standards acceptable:

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.

**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.

**Aging of Safety Fuel Tanks:** The aging of fuel cells entails a substantial reduction in strength characteristics after approximately five years. Therefore, all fuel cells must be replaced at the latest five years after the fabrication date indicated on the cell. Fuel cells which are not dated will be considered to date from before January 1, 1977.

**Container:** The bladder shall be fully surrounded in a smooth skinned casing. The container shall be made of 20 ga. steel, .060" aluminum or .125" Marlex. Use of magnesium prohibited.

The container must be securely fastened to the frame or floor with bolts and/or steel or nylon straps.

**Foam:** Foam internal baffling is required in all fuel cells.

**Filers, vents, check valves:** A positive locking fuel filler cap (no Monza / flip type) must be used and fuel pick-up openings and 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. If the fuel filler cap is located directly on the fuel tank, a check valve is not required provided the filler cap is of a positive locking type and does not incorporate an unchecked breather opening. If the fuel filler cap is not located directly on the fuel tank, (i.e., within 2"), 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. Fuel tank breathers must vent outside the driver's compartment.

It is recommended that all lines, filler openings and vents be incorporated in a single fitting located at the top of the fuel tank.

**Recognized Manufacturers:** The following are safety fuel tanks made by a manufacturer recognized by the FIA and SCORE. In order to obtain the FIA's approval, the manufacturer shall submit proof of compliance with the specifications aforementioned. On each tank delivered there shall be a printed code indicating the name of the manufacturer, the exact specifications to which the tank is built and the date of the manufacture. And the data must be readable without moving any major components.

**Aero Tec Laboratoires**  
**Spear Rd. Industrial Park**  
**Ramsey, NJ 07446**  
**201-825-1400**



**Professional Racers Emporium (P.R.E.)**

**1463 E. 223rd St.**

**Carson, CA 90745**

**213-830-4678**

**Donn W. Allen, Inc.**

**401 Agee Rd.**

**Grants Pass, OR 97526**

**R. J. S. Safety Equipment Inc.**

**23506 John R. Rd.**

**Hazel Park, MI 48030**

**313-548-5727**

**CR-21 — Fuel Filler Lines and Caps:** Fuel filler lines and caps must be counted in a location where they cannot be knocked open or off during forward 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.

All fuel fillers attached to the frame or body must have a flexible coupling to the tank. Positive locking non-vented filler caps are required.

All fuel fillers must be surrounded at the outer extremity with a splash guard or boot designed to prevent fuel from spilling into the driver's compartment when fueling. A body panel is acceptable as a splash guard if the fuel filler penetration is sealed.

**ENGINES, TRANSMISSIONS AND DRIVELINES**

**CR-22 — Displacement:** Where applicable, engines must displace no more than specified, and engine displacement and location may be checked at the discretion of the Technical Director at any time prior to, during or after an Event.

Violation of the displacement rule may result in disqualification, loss of accumulated driver's points, purse, and contingency monies.

**CR-23 — Engine Replacement:** No vehicles, including motorcycles, may replace a complete engine during an event. (Supplementary ruled Closed Course events excepted.) Motorcycle engine cases are considered to be engine blocks and may not be replaced, although internal parts (gear, clutches, etc.) may be replaced.

Engine blocks and/or cases will be marked by the Technical Inspectors.

**CR-24 — Transmissions:** Every vehicle in competition (excluding motorcycles) must have a functional reverse gear. Four-wheel drive vehicles must be capable of being driven through the front wheels.

**CR-25 — Throttles:** Each Vehicle, except motorcycles and 3-wheel vehicles, must have a foot throttle, incorporating positive acting return springs, attached directly to the carburetor throttle arm and must register a minimum pull of two (2) pounds. A positive stop or over-ride prevention system must be used to keep linkage from passing over center and sticking in an open position.

**CR-26 — Exhaust:** Each vehicle, regardless of Class, may be required to be equipped with mufflers or forestry-approved spark arrestors (for motor-

cycles) installed in such a manner as to direct the exhaust gases out of the body, rearward, behind the driver, away from fuel tanks and tires and placed in such a manner that will minimize the producing of dust. Exhaust pipes must extend to the rear, at least, of the driver's compartment.

**CR-27 — Drive Shafts:** All front-engined 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 ¼" x 2" steel strap, or 2" wide nylon webbing both securely attached to a body or frame member.

**CR-28 — Flywheel Shields:** All V-8 powered Vehicles with standard transmissions and solid lifters must have a SEMA-approved bellhousing or cover.

**CR-29 — Oil Coolers:** On modified and/or custom built Vehicles, oil coolers mounted ahead of Driver or in passenger compartment must have a shroud behind the cooler that will prevent oil from the cooler or its lines from blowing back on to the Driver or Co-Driver.

**CR-30 — Auxiliary Equipment:** Generator, fan, water pump, 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 unlimited Classes (Classes 1, 2, 5 and 14) will be waived during closed course events, however Vehicles must have functioning brake lights.

**CR-31 — Superchargers and Turbochargers:** Not permitted in any classes except special ruling, with the exception of Class 3 Turbocharged Diesels only.

## **CR-32 — ROLL CAGES**

All Vehicles in competition, except motorcycles, must be equipped with a roll cage. Minimum design and material requirements for a roll cage structures are as follows:

VEHICLE WEIGHT		OPEN COCKPIT	CLOSED COCKPIT
Under 2000 lbs.	Tubing Dimension	1½" x .090"	1½" x .090"
Over 2000 lbs.	Tubing Dimension	1¾" x .120"	1½" x .120"
Over 3000 lbs.	Tubing Dimension	2" x .120"	1¾" x .120"
Over 4000 lbs.	Tubing Dimension	2¼" x .120"	2" x .120"



**Material:** Cold drawn seamless, may be CRW, DOM, WHR, WCR mild carbon steel or 4130 chromoly is recommended for all types of roll cage construction. All welded intersections should be stress relieved by flame annealing. Welds must be high quality with good penetration and no undercutting of the parent metal. No oxy-acetylene brazing on roll cage tubing is permissible. No square tubing is permitted. Use of other materials is subject to prior SI approval.

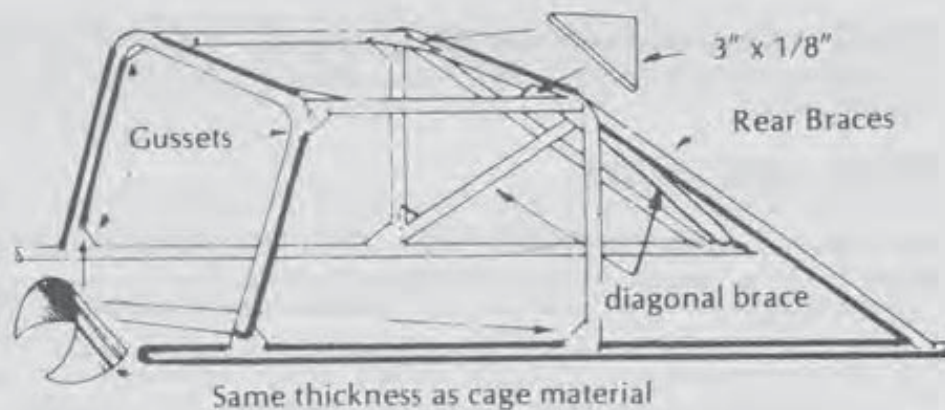
**Construction Procedures:** Cages must be securely mounted to the frame or body, gusseted and braced at all points of intersection. Cab or Body mounted cages must not be attached to the body structure by direct welding, but must be bolted through and attached by the use of doubler plates (one on either side) with a minimum thickness of 3/16".

Roll cage terminal ends must be located to a frame or body structure that will support maximum impact and not shear, allowing more than 1 1/2" movement in the roll cage terminal end.

Minimum material dimension requirements for roll cages apply to the following members of the roll cage:

- Front and rear hoop.
- Front and rear hoop interconnecting bars.
- Rear down braces.
- Lateral bracing.

Where bolts and nuts are used the bolts shall be at least 3/8" diameter, SAE Grade 5 or equivalent aircraft quality.



**Roll cage design:** All roll cages must be constructed with at least one (1) front hoop, one (1) rear hoop, two (2) interconnecting top bars, two (2) rear down braces and one (1) diagonal brace and necessary gussets.

Single seat buggies are excepted from the diagonal brace ruling.

Any vehicle that is not provided with stock steel doors for its driver and co-driver must be equipped with side bars, at least one on each side that will protect the occupants from the side. These bars must be parallel with the ground (or as close to parallel as is practical) and located vertically in relation to the occupants to provide maximum protection without causing undue difficulty in entering or exiting the vehicle. The side bars must be formed from tubing of the same material and dimensions as the roll cage itself and must be securely attached to the cage's front and rear members.

All roll cage bars must be at least 3" in any direction from the Driver and Co-Driver's helmets while they are in their normal driving positions.

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LET THE LEADER IN AUTOMATIC TRANSMISSION TECHNOLOGY FOR OFF-ROAD COMPETITION MAKE YOU A WINNER. CALL ART CARR FOR THE SETUP THAT WILL GIVE YOU THE PERFORMANCE AND RELIABILITY IT TAKES TO FINISH AT THE HEAD OF THE PACK. ASK ROD HALL!



*Rod's all-conquering Class 3 truck is equipped with an Art Carr competition off-road transmission, Super Torque converter and heavy-duty shifter.*

## ...AND FOR THE STREET

Art Carr has special converters that will give your 4x4 or 2WD vehicle increased low end performance plus better fuel economy. Call for details.



Art Carr is a 1983 S.I.A. sponsor, and pays contingency awards at all SCORE events. Check newspaper listings for details.



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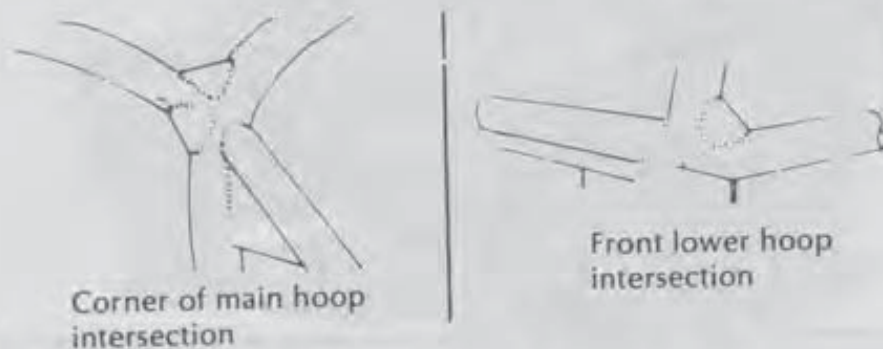
Gussets must be installed at all welded MAIN intersections on the main cage including diagonal and rear down braces, and where single weld fractures can affect driver's safety. Gussets may be constructed of eight  $\frac{1}{8}$ " x 3" x 3" flat plate, split, formed and welded corner tubing, or tubing gussets the same thickness as the main cage material. Rear down braces and diagonal braces must angle no less than 30 degrees from vertical.

An inspection hole of at least 3/16 diameter must be drilled in a non-critical area of the roll bar hoop to facilitate verification of wall thickness. It is the prerogative of the Technical Inspector to drill a second inspection hole if deemed necessary.

Head/Neck restraints designed to prevent whiplash are required on all Vehicles.

These restraints may either be shoulder harness collars or a head rest of approximately 36 square inches, with a resilient padding at least 2" thick.

Any portion of the roll bar or bracing which might come in contact with the helmet must be padded.



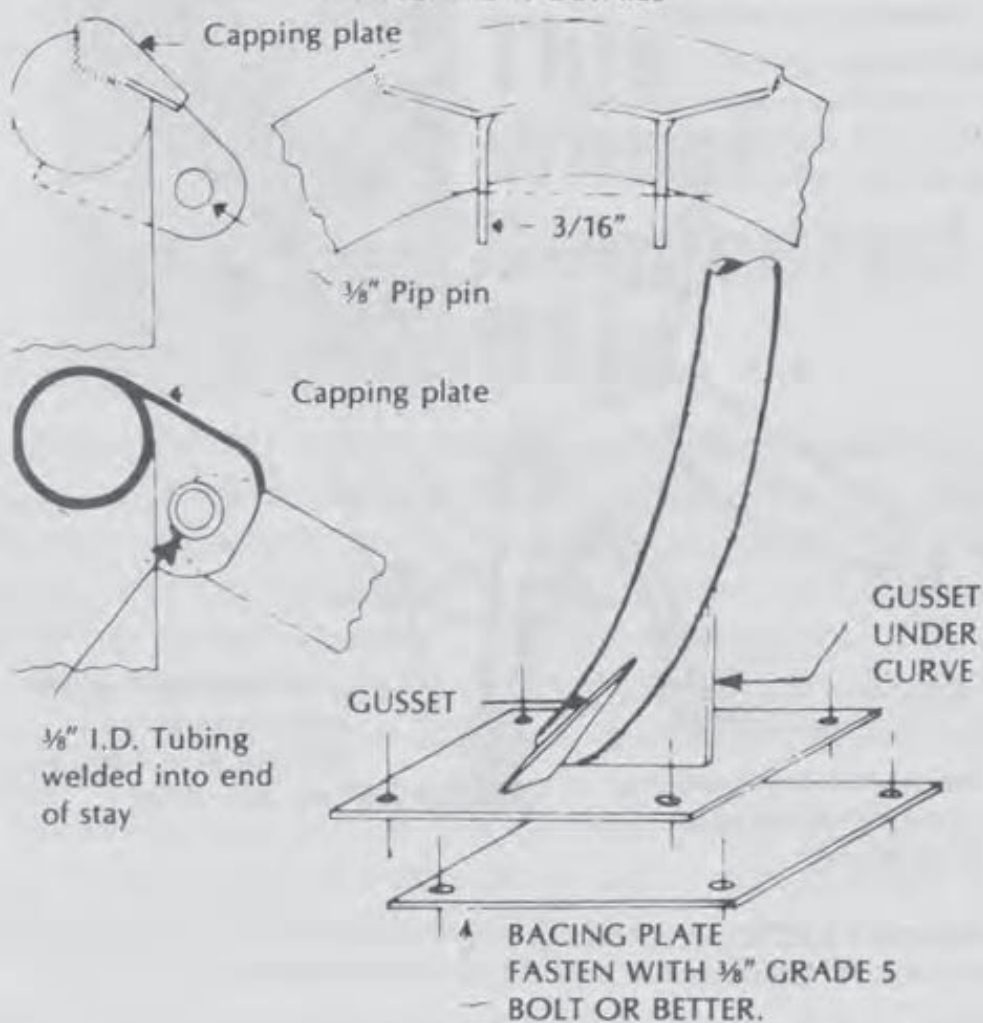
CR-33 — Safety Harness: All vehicles, except motorcycles and 3-wheel vehicles, must have a minimum of a heaviest duty type five-point fast release seat belt and shoulder harness with metal-to-metal buckles and connectors for each occupant. The single anti-submarine strap of the five-point system shall be attached to the floor structure as close to the front edge of the seat as practical so that it will exert maximum restraint to the upward movement of the belt and harness. The five-point system used in vehicles where the driver is seated in an upright position consists of a 3" seat belt and a 2" anti-submarine belt must be used. The shoulder straps can be either 2-3" belts (which are recommended by SCORE or 2-2" belts which have a 2 year life. All belts must show manufacturer's name, month and year of manufacture.

Harness materials shall be Nylon or Dacron Polyester and in new or perfect condition with no cuts or frayed layers, chemical stains, or excessive dirt. SCORE recommends all belts be changed after one year of use, but must be changed after three years of date of manufacture. This date and manufacture date must be legible to tech crew or show proof of manufacture date.

Shoulder harness should be mounted behind the Driver/Co-Driver. The recommended mounting point approximately 4" below top of shoulder.

Lap belts should be kept at a minimum at least 2½ forward of seat and backrest intersection. All belts must be mounted directly to a main structure member with the strength at least 1½ x .090 tubing with gaskets.

## REMOVABLE ROLL BAR BRACES ATTACHMENT DETAILS



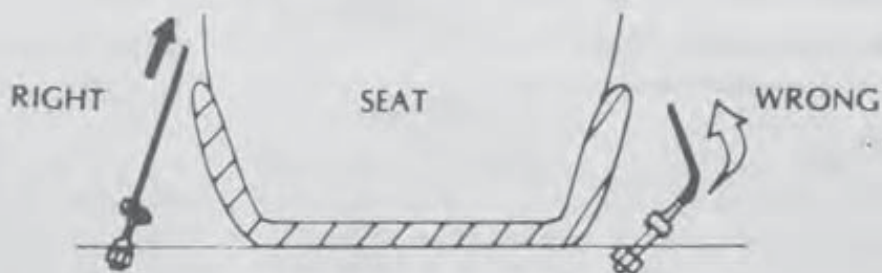
## BODY RESTRAINTS

All adjustment buckles should be kept to a minimum distance of  $1\frac{1}{2}$  from the seat to prevent accidental loosening or chafing.

No surplus safety harnesses are allowed. Mounting hardware must utilize at least  $\frac{5}{16}$  hardened steel bolts with  $1\frac{1}{2}$  diameter washers attached through body or frame using lock nut or cotter key.

All belt hardware must be safetied.

Where slip buckles ("D" rings) are used, they must be doubled up. Example — Two slip rings per connection.

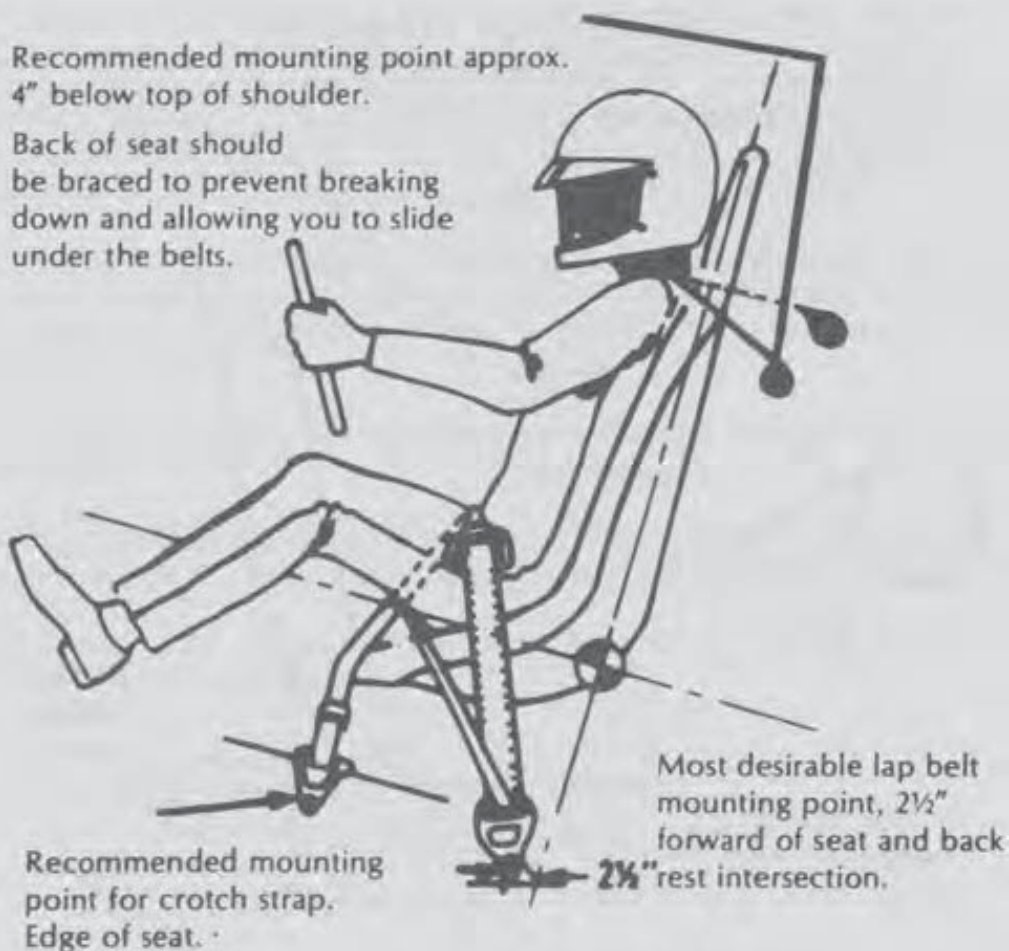


Brackets at an angle compatible with the direction of pull of the webbing under load.



Recommended mounting point approx.  
4" below top of shoulder.

Back of seat should  
be braced to prevent breaking  
down and allowing you to slide  
under the belts.

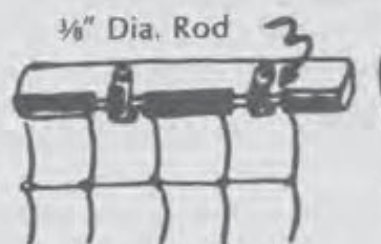


**IMPORTANT!** Do not allow adjustment buckles to ride on seat. Maintain minimum of 1 1/2" clearance between seat and buckles.

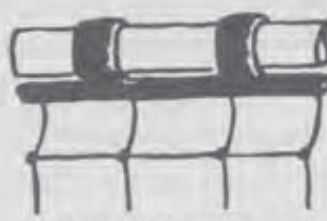
**CR-34 — Nets:** SCORE approved safety nets shall cover the complete open area of both the side and top of all vehicles. The net must be fastened every 6 to 8 inches around the outside of the net. Vehicles with wing glasses that open fully must cover the area surrounding the wing glass.

### Recommended Net Attachments

Top



Electrical wiring clips  
secured with metal screws.



Hose Clamps



Screw of clamp  
to inside padded

The net border or edge and tie downs shall be made of materials that are as strong or stronger than the netting itself. Velcro installations should be carefully checked because they tend to loosen when packed with dirt or dust.

Acceptable methods of tying the nets into the car include, but are not limited to, hose clamps, snaps, nylon ties, velcro, lift a dot, metal hooks and steel rods. Full length velcro or steel rods are acceptable continuous fastening devices from the bottom of the net. Velcro must fasten continu-



# This Wheel Conquered Baja...

*Most Center Line racing wheels that win off-road races still have tires on them. This particular one didn't. It was on Ivan Stewart's truck when the tire blew. Not being able to remedy the situation, "Iron Man" pressed onward... finishing the race.*

*The moral of this story is that Center Line wheels are built so strongly that they can take incredible abuse.*

*And they're about the lightest thing going, so your vehicle's performance will benefit from a significant reduction in unsprung weight.*

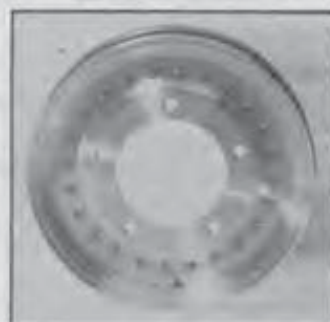
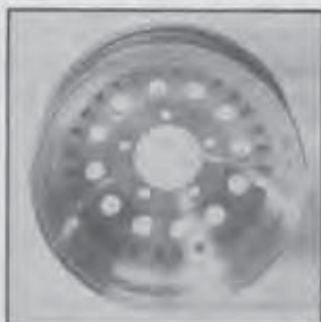
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ously along the bottom of roll cage bars to prevent accidental unfastening from a direct pull.

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 positive latching device.

The roof shall also be covered with sheet metal, sheet aluminum, steel mesh or nylon safety net covering all areas. (Steel pop rivets must be used). If Dzus buttons are used they must be installed at eight (8) inch minimum intervals, and be safety tied.

In addition it is required that the occupant's legs be protected in such a manner that prevents them from extending from the body or frame of the vehicle during a roll-over.

**CR-35 — Seating:** All 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 seats runners are used, they must be clamped to the floor with a minimum of two U-bolts per rail and have 1" diameter washers on the underside.

## **VEHICLE COMPONENTS - GENERAL**

**CR-36 — Driver's Compartment:** Drivers 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.

**CR-37 — Doors and Latches:** All vehicles with operable doors must have positive locking mechanism (stock handle and latch, quick release pins, pin and clips, etc.).

**CR-38 — Firewalls:** All vehicles in competition must utilize an all-metal firewall to separate the driver's compartment from any danger of fire from the engine. A minimum firewall must extend from the driver's shoulder height to the vehicle floor and body sides and be fuel tight, if rear mounted fuel tank or "cell" is higher than shoulder height, the firewall must be extended at least one inch above the fuel tank or "cell." Front engine vehicles without windshields, the hood is considered an extension of the firewall.

On front engine vehicles where engine changes require firewall modifications, material substitution is not allowed. Firewall must retain original thickness and material type.

**CR-39 — 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 structural member.

**CR-40 — Weight:** Shall be considered dry weight, gas tanks shall be drained, tools and spare parts must be removed, but otherwise race ready.

**CR-41 — Floorboards:** Floorboards or belly pans are required on all vehicles and must be held on by a minimum of six (6) ¼" bolts per side if the floor is not an integral part of the body or chassis.

**CR-42 — Hazardous Protrusions - Bumpers:** No hazardous front or rear bumpers, nerf bars, frame heads or other protruding objects from the



vehicles are allowed. All vehicles must be equipped with safe front and rear bumpers.

**CR-43 — Mirrors:** A rearview mirror is required on all Vehicles except motorcycles.

**CR-44 — Skid Plates:** Skid Plates designed to protect the front suspension, steering and brake components are required in Classes 1, 1-1600, 2, 2-1600, 9 and 10. Skid Plates must be designed of metal and installed so as to prevent accumulation of any fluids.

**CR-45 — Storage:** All spare parts and extra equipment carried on or within a Vehicle must be securely fastened so as to eliminate their moving during a Race.

**CR-46 — 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 disqualified.

**CR-47 — Bodies/Chassis:** 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 and weight certifications left to the discretion of the Technical Director.

**CR-48 — Hoses:** All hoses used for fuel and brake lines including metal lines and fittings must be clamped securely and/or safety wired.

**CR-49 — Identification Markings:** Each vehicle in competition shall be required to carry the following identification numbers and/or letters as a minimum requirement.

Visible from the side, two (2) numbers per side on both sides and one (1) visible from the rear.

On long course races a number of the required dimensions, visible from the air, must be added to the vehicle.

For closed course races one of the side numbers must be mounted on the roof of the vehicle.

Numbers shall be at least 8" high with a 1" stroke width.

Rear numbers shall be at least 6" high.

**Motorcycles** will be required to carry three (3) number plates: one in front and one on either side of the rear wheels of sufficient size to accommodate 6" block type numerals. **3-Wheelers** will be required to carry four (4) number plates: one in front, one to the rear of the rider and one on both sides of the helmet. Number plates attached to the motorcycles must have 6" block type numerals and 4" block type numerals attached to both sides of each rider's helmet. Number plates must be so located that exhaust gases from the tailpipe and the rider's legs will not obliterate the numbers. Front numbers may be removed for the use of lighting during night events.

Numbers must be black on a white background or white on a black background. Background or number plates shall be clearly distinguishable from the color of the vehicle. Any combinations that, in the opinion of the technical inspector, are difficult to read, in an undesirable location or are inadequately attached will be rejected and the violation corrected before the vehicle will be allowed to pass technical inspection.

SCORE International assumes no responsibility for scoring vehicles that have unrecognizable identification numbers. It is the driver's responsibility to keep numbers recognizable at all times during the Event. All pit vehicles



must carry the number of at least one vehicle which they are pitting for on both sides and on the rear of their vehicle.

**CR-50 — Advertising on Vehicles:** Advertising, names and symbols may be displayed on Vehicles provided they are in good taste and do not interfere with identification marks.

**CR-51 — Antennas:** No whip antennas will be allowed on vehicles in Closed Course events. It is recommended that all vehicles mount a whip antenna for long course events.

**CR-52 — Workmanship:** All modifications and alterations must be performed in a workmanlike manner subject to the approval of the Technical Director.

## ADDITIONS AND NOTES

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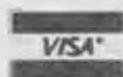
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## **Glenn Evans 1982 Points Leader through Barstow**



### **CLASS 1 SINGLE SEAT 4-WHEEL VEHICLES**

#### **Definition**

Single seated vehicles raced with only one occupant during competition.

#### **General Regulations**

Entrants in this class shall comply with all applicable General Regulations.

#### **Competition Regulations**

- CR1 Helmets**
- CR2 Protective Clothing**
- CR3 Eye Protection**
- CR4 First Aid Kits**
- CR5 Emergency Signaling Devices**
- CR6 Horns**
- CR7 Reflectors**
- CR8 Fire Suppression Equipment**
- CR9 Survival Supplies**

#### **Suspension Components**

- CR10 Shock Absorbers**
- CR11 Wheels and Tires**
- CR12 Fasteners**

#### **Steering and Braking Components**

- CR13 Steering**
- CR14 Braking**

#### **Electrical System**

- CR15 Ignition**
- CR16 Batteries**
- CR17 Lights**
- CR18 Starters**

#### **Fuel System**

- CR19 Fuel**
- CR20 Fuel Tanks**

Fuel cells mandatory in this class. The date must be readable without moving any major components.

- CR21 Fuel Filler Lines and Caps**

## **Engine, Transmissions and Drivelines**

### **CR22 Engine Displacement**

No engine, transmission or driveline limitations unless otherwise specified in Competition Regulations.

### **CR23 Engine Replacement**

### **CR24 Transmissions**

### **CR25 Throttles**

### **CR26 Exhaust**

### **CR27 Drive Shafts**

### **CR28 Flywheel Shields**

### **CR29 Oil Coolers**

### **CR30 Auxiliary Equipment**

### **CR31 Superchargers and Turbochargers**

## **Roll Cages**

### **CR32 Roll Cages**

## **Body Restraints**

### **CR33 Safety Harness**

### **CR34 Nets**

### **CR35 Seating**

## **Vehicle Components — General**

### **CR36 Driver's Compartment**

### **CR37 Doors and Latches**

### **CR38 Firewalls**

### **CR39 Ballast**

### **CR41 Floorboards**

### **CR42 Hazardous Protrusions - Bumpers**

### **CR43 Mirrors**

### **CR44 Skid Plates**

### **CR45 Storage**

### **CR46 Fenders**

### **CR47 Chassis and Bodies**

### **CR48 Hoses**

### **CR49 Identification Markings**

### **CR50 Advertising on Vehicles**

### **CR51 Antennas**

### **CR52 Workmanship**

## **ADDITIONS AND NOTES**

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## **Bobby Neth 1982 Points Leader through Barstow**



### **CLASS 1-1600, SINGLE SEAT 4-WHEEL VEHICLES**

#### **Definition**

Single seat, 1600cc limited vehicle with the following restrictions:

#### **General Regulations**

Entrants in this class shall comply with all applicable General Regulations.

#### **Competition Regulations**

**CR1 Helmets**

**CR2 Protective Clothing**

**CR3 Eye Protection**

**CR4 First Aid Kits**

**CR5 Emergency Signaling Devices**

**CR6 Horns**

**CR7 Reflectors**

**CR8 Fire Suppression Equipment**

**CR9 Survival Supplies**

#### **Front End and Suspension Components**

Type 1 ball joint or link pins. Any tie rod and tie rod ends allowed. Front torsion tubes may be additionally supported or replaced. Front axle torsion tube centers may be cut, rotated and rewelded to increase ground clearance. Sway bars may be removed. Any manufacturer's front/rear torsion bars allowed. Front/rear torsion adjusters allowed.

Front end must remain stock Type 1 width. Steering open.

Front Shock towers may be modified, extended or replaced.

Trailing arms (torsion arms) must be stock Type 1 VW. May be reinforced.

Shock mounting stud on bottom trailing arm may be increased in size or relocated.

Suspension limiters allowed.

Spindles may be reinforced, modified or replaced.

#### **Rear Suspension**

Type 1, IRS, or Swing Axles. IRS swing arms may be modified for strengthening purposes as long as stock IRS swing arms is retained plus or minus (+ or -) one (1) inch. The stock dimension between the center line of the torsion housing to center line of the rear stub axle is 16.250" plus or minus (+ or -) one (1) inch. Outboard bus reduction gears allowed. Any manufacturer's axles, rear torsion bars, however original type suspension must be retained, or spring plates allowed with additional retainer straps top

# Chenoweth Race Cars

Lynn Chenoweth

714/440-4717

El Cajon, Ca.



and bottom. Rear torsion tubes may be additionally supported or replaced but must retain Type 1 width.

Rear suspension must retain stock Type 1 track width as measured from backing plate flange to backing plate flange.

#### **CR10 Shock Absorbers**

No limit on number of shock absorbers and sizes of shock absorbers, cooling fins allowed.

#### **CR11 Wheel and Tires**

Any manufacture and size tires and rims allowed that will mount directly on VW drums.

#### **CR12 Fasteners**

### **Steering and Braking Components**

#### **CR13 Steering**

#### **CR14 Braking**

Must be VW drum type brakes. No disc type brakes allowed.

### **Electrical System**

Battery ignition only. No magnetos. Six or twelve volt system may be used regardless of year model. Any manufacture distributor may be used. Any VW type alternator or generator system in stock location may be utilized. Also check CR30 for additional information.

#### **CR16 Batteries**

#### **CR17 Lights**

#### **CR18 Starters**

#### **CR19 Fuel**

#### **CR20 Fuel Tanks**

#### **CR21 Fuel Filler Lines and Caps**

#### **CR22 Engine Displacement**

Engine must utilize VW series Type 1, 1600cc, U.S. model sedan components and dimensions. The maximum allowable engine displacement is 1600cc. Any manufacture engine bearing allowed as long as stock dimensions are maintained. Any VW Type 1, 2 or 3 or "universal" case is allowed. The following modifications may be made to the stock case.

- (A) The case may be align-bored and machined for cam bearing.
- (B) The case may be drilled and tapped for oil pressure and / or temperature sending units.
- (C) The case may be machined to allow the installation of a crank pulley seal.
- (D) Case savers may be installed for cylinder head studs.
- (E) Cylinder seating surfaces may be machined.
- (F) Early case oil galleries (8mm) may be enlarged to the dimensions of the universal case (10mm).
- (G) Threaded oil gallery plugs allowed.

Any camshaft, valve spring retainers, valve springs, and lifters allowed. However, valve spring seat diameter, in the head, must be stock. Any manufacture oil pump. No deep sumps, dry sumps or sump alterations. Windage trays allowed. The use of any oil by-pass pistons and springs allowed. Pistons must be stock 3 ring only. Pistons and cylinders may be any manufacture as long as original stock dimensions and balanced weight are maintained. Any type wrist pin retainers. Piston assemblies may be statically balanced to the equivalent weight in grams of the lightest original non-balanced piston, wrist pin, etc. Flywheel, clutch and pressure plate, crankshaft, pulley, connecting rods and piston assemblies may be balanced. Balancing limitations specified under individual items.

Crankshaft must be stock VW. Power pulleys and sand seals allowed. Crankshaft to .030" under size allowed. No polishing or lightening. Any VW flywheel may be balanced and lightened. Any manufacture clutch disc or pressure plate allowed but must retain original stock diameter. No aluminum



flywheel allowed. May be eight dowell pinned and any gland nut and washer. Connecting rods may be statically balanced, but not polished or profiled. Balanced weight of the connecting rods in grams should be equivalent to the lightest original non-balanced stock rod. Heads must be U.S. sedan stock single port or the Brasil manufactured head with the VW insignia and a part #040-101-373. Heads may be flycut for clean up. Combustion chamber volume open. No porting or polishing allowed. Valves must be stock, 45 degrees. One piece valve allowed. No profiling or polishing of valves allowed. Valve guides may be steel, bronze or cast iron. No grinding or polishing in the port including valve guides. Any shaft may be used which will allow the use of the standard stock VW rocker arm(s). The rocker arm(s) may be resurfaced to permit the use of (swivel feet) or similar devices. No other grinding or changes to the rocker arm(s) are permitted. No roller or needle bearings will be allowed either as part of the shaft or as an interface between the rocker arm(s) and the shaft. Push rods and push rods tubes may be of any origin and/or manufacture. Rocker arms valve adjustment screws and wave washers may be of any manufacture and clips may be tie wired. Rocker assemblies subject to post race examination. Valve covers may be of any manufacturer. Air cleaner may be of any manufacturer, location optional. Velocity stacks may be used providing they are not welded or bonded to the carburetor. The following stock VW carburetors (30PICT 1, 2 and 3) may be used. Maximum venturi size of carburetor is 24.10mm. No internal modifications in the carburetor venturi or throttle blade area are allowed. This includes no removing of parts, no grinding, polishing, or filling. Intake manifolds must be stock. However, cutting of the manifold to compensate for head milling is allowed; re-welding will not be allowed. Those manifolds which have been cut and re-welded must be cut again, and assembled by use of rubber hose and clamps, or by some other suitable method so that the interior of the manifold can be inspected during post race Technical Inspection. No chemical milling of manifold or carb. Automatic choke housing may be removed. Choke plate and shaft may be removed and the holes plugged. Electric needle valve optional. The stock float bowl vent may be moved and/or plugged. An external float bowl vent may be incorporated. Any air and main jet. Any combination of stock fuel pump or electric pump may be used. Heater tubes optional. Aftermarket fan shrouds allowed.

### **Restrictor Plates**

Single seater restrictor plates will be 19.50 mm.

SCORE restrictor plates only may be used, and should be the only item installed between the carburetor and intake manifold. Provisions for safety wiring the carburetor and intake manifold to prevent removal of the restrictor plate must be provided. All restrictor plates are sized, numbered, and anodized and may not be altered or tampered with in any way. Plates available at SCORE Headquarters.

### **CR23 Engine Replacement**

### **CR24 Transmissions**

Must be VW type 1 or Type 2 transaxle housing. Not more than four (4) forward speeds. All internal modifications ok. Any gear ratio combinations may be used. However, only VW type gears (Helical cut gears) may be used. Must be stock VW housings with internal modifications only. May use aftermarket side covers.

### **CR25 Throttles**

### **CR26 Exhaust**

### **CR27 Drive Shafts**

### **CR28 Flywheel Shields**

### **CR29 Oil Coolers**

Any manufacture oil cooler allowed. Location optional. Full flow system allowed. No deep sumps or dry sumps.

### **CR30 Auxiliary Equipment**



## Roll Cages

## CR32 Roll Cages

### Body Restraints

### CR33 Safety Harness

## CR34 Nets

### CR35 Seating

## Vehicle Components - General

### CR36 Driver's Compartment

## CR38 Firewalls

### CR39 Ballast

Vehicles utilizing ballast to make minimum weight must have a 1/8" hole drilled in ballast in such a manner that it can be sealed to a main structural member where removal is impossible without breaking sealing wire.

### CR40 Weight

Single seater 1300 lbs. minimum

## CR41 Floorboards

### CR42 Hazardous Protrusions - Bumpers

Adequate safe front/rear bumpers required.

### CR43 Mirrors

## CR44 Skid Plates

## CR45 Storage

## CR47 Chassis and Bodies

Wheelbase open (length). Stock Type 1 track width must be maintained as measured from backing plate flange to backing plate flange.

## CR48 Hoses

### CR49 Identification Markings

## CR50 Advertising on Vehicles

## CR51 Antennas

## CR52 Workmanship

## ADDITIONS AND NOTES

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## **Don Adams 1982 Points Leader through Barstow**



### **CLASS 2 TWO SEAT 4-WHEEL VEHICLES**

#### **Definition**

Two (2) seated vehicles raced with a driver and co-driver in the vehicle at all times during competition.

#### **General Regulations**

Entrants in this class shall comply with all applicable General Regulations.

#### **Competition Regulations**

- CR1 Helmets**
- CR2 Protective Clothing**
- CR3 Eye Protection**
- CR4 First Aid Kits**
- CR5 Emergency Signaling Devices**
- CR6 Horns**
- CR7 Reflectors**
- CR8 Fire Suppression Equipment**
- CR9 Survival Supplies**

#### **Suspension Components**

- CR10 Shock Absorbers**
- CR11 Wheels and Tires**
- CR12 Fasteners**

#### **Steering and Braking Components**

- CR13 Steering**
- CR14 Braking**

#### **Electrical System**

- CR15 Ignition**
- CR16 Batteries**
- CR17 Lights**
- CR18 Starters**

## **Fuel System**

### **CR19 Fuel**

### **CR20 Fuel Tanks**

Fuel cells are mandatory in this class. The date must be readable without moving any major components.

### **CR21 Fuel Filler Lines and Caps**

## **Engines, Transmissions and Drivelines**

### **CR22 Engine Displacement**

No engine, transmission or driveline limitations unless otherwise specified in Competition Regulations.

### **CR23 Engine Replacement**

### **CR24 Transmissions**

### **CR25 Throttles**

### **CR26 Exhaust**

### **CR27 Drive Shafts**

### **CR28 Flywheel Shields**

### **CR29 Oil Coolers**

### **CR30 Auxiliary Equipment**

### **CR31 Superchargers and Turbochargers**

## **Roll Cages**

### **CR32 Roll Cages**

## **Body Restraints**

### **CR33 Safety Helmets**

### **CR34 Nets**

### **CR35 Seating**

## **Vehicle Components - General**

### **CR36 Driver's Compartment**

### **CR37 Doors and Latches**

### **CR38 Firewalls**

### **CR39 Ballast**

### **CR41 Floorboards**

### **CR42 Hazardous Protrusions - Bumpers**

### **CR43 Mirrors**

### **CR44 Skid Plates**

### **CR45 Storage**

### **CR46 Fenders**

### **CR47 Chassis and Bodies**

### **CR48 Hoses**

### **CR49 Identification Markings**

### **CR50 Advertising on Vehicles**

### **CR51 Antennas**

### **CR52 Workmanship**

## **ADDITIONS AND NOTES**

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## **Jim Sumners 1982 Points Leader through Barstow**



### **CLASS 2-1600 TWO SEAT 4-WHEEL VEHICLES**

#### **Definition**

Two (2) seat, 1600cc limited vehicle with the following restrictions:

#### **General Regulations**

Entrants in this class shall comply with all applicable General Regulations.

#### **Competition Regulations**

**CR1 Helmets**

**CR2 Protective Clothing**

**CR3 Eye Protection**

**CR4 First Aid Kits**

**CR5 Emergency Signaling Devices**

**CR6 Horns**

**CR7 Reflectors**

**CR8 Fire Suppression Equipment**

**CR9 Survival Supplies**

#### **Front End and Suspension Components**

Type 1 ball joint or link pins. Any tie rod and tie rod ends allowed. Front torsion tubes may be additionally supported or replaced. Front axle torsion tube centers may be cut, rotated and rewelded to increase ground clearance. Sway bars may be removed. Any manufacturer's front/rear torsion bars allowed. Front/rear torsion adjusters allowed.

Front end must remain stock Type 1 width. Steering open.

Front shock towers may be modified, extended or replaced.

Trailing arms (torsion arms) must be stock Type 1 VW. May be reinforced.

Shock mounting stud on bottom trailing arm may be increased in size or relocated.

Suspension limiters allowed. No adjustable down stops.

Spindles may be reinforced, modified or replaced.

#### **Rear Suspension**

Type 1, IRS, or Swing Axles. IRS swing arms may be modified for strengthening purposes as long as stock IRS swing arms is retained plus or minus (+ or -) one (1) inch. The stock dimension between the center line of the rear torsion housing to center line of the rear stub axle is 16.250" plus or minus (+ or -) one (1) inch. Outboard bus reduction gears allowed. Any manufacturer's axles, rear torsion bars, however original type suspension

must be retained, or spring plates allowed with additional retainer straps top and bottom. Rear torsion tubes may be additionally supported or replaced but must retain Type 1 width.

Rear suspension must retain stock Type 1 track width as measured from backing plate flange to backing plate flange.

#### **CR10 Shock Absorbers**

No limit on number of shock absorbers and sizes of shock absorbers, cooling fins allowed.

#### **CR11 Wheels and Tires**

Any manufacture and size tires and rims allowed that will mount directly on VW drums.

#### **CR12 Fasteners**

### **Steering and Braking Components**

#### **CR13 Steering**

#### **CR14 Braking**

Must be VW drum type brakes. No disc type brakes allowed.

#### **CR15 Ignition**

Battery ignition only. No magnetos. Six or twelve volt system may be used regardless of year model. Any manufacture distributor may be used. Any VW type alternator or generator system in stock location may be utilized. Also check CR30 for additional information.

#### **CR16 Batteries**

#### **CR17 Lights**

#### **CR18 Starters**

#### **CR19 Fuel**

#### **CR20 Fuel Tanks**

#### **CR21 Fuel Filler Lines and Caps**

#### **CR22 Engine Displacement**

Engine must utilize VW series Type 1, 1600cc, U.S. model sedan components and dimensions. The maximum allowable engine displacement is 1600cc. Any manufacture engine bearing allowed as long as stock dimensions are maintained. Any VW Type 1, 2 or 3 or "universal" case is allowed. The following modifications may be made to the stock case.

- (A) The case may be align-bored and machined for cam bearing.
- (B) The case may be drilled and tapped for oil pressure and/or temperature sending units.
- (C) The case may be machined to allow the installation of a crank pulley seal.
- (D) Case savers may be installed for cylinder head studs.
- (E) Cylinder seating surfaces may be machined.
- (F) Early case oil galleries (8mm) may be enlarged to the dimensions of the universal case (10mm).
- (G) Threaded oil gallery plugs allowed.

Any camshaft, valve spring retainers, valve springs, and lifters allowed. However, valve spring seat diameter, in the head, must be stock. Any manufacture oil pump. No deep sumps, dry sumps or sump alterations. Windage trays allowed. The use of any oil by-pass pistons and springs is allowed. Pistons must be stock 3 ring only. Pistons and cylinders may be any manufacture as long as original stock dimensions and balanced weight are maintained. Any type wrist pin retainers. Piston assemblies may be statically balanced to the equivalent weight in grams of the lightest original non-balanced piston, wrist pin, etc. Flywheel, clutch and pressure plate, crankshaft, pulley, connecting rods and piston assemblies may be balanced. Balancing limitations specified under individual items.

Crankshaft must be stock VW. Power pulleys and sand seals allowed. Crankshaft to .030" under size allowed. No polishing or lightening. Any VW



flywheel may be balanced and lightened. Any manufacture clutch disc or pressure plate allowed but must retain original stock diameter. No aluminum flywheel allowed. May be eight dowell pinned and any gland nut and washer. Connecting rods may be statically balanced, but not polished or profiled. Balanced weight of the connecting rods in grams should be equivalent to the lightest original non-balanced stock rod. Heads must be U.S. sedan stock single port or the Brasil manufactured head with VW insignia and a part #040-101-373. Heads may be flycut for clean up. Combustion chamber volume open. No porting or polishing allowed. Valves must be stock, 45 degrees. One piece valve allowed. No profiling or polishing of valves allowed. Valve guides may be steel, bronze or cast iron. No grinding or polishing in the port including valve guides. Any shaft may be used which will allow the use of the standard stock VW rocker arm(s). The rocker arm(s) may be resurfaced to permit the use of (swivel feet) or similar devices. No other grinding or changes to the rocker arm(s) are permitted. No roller or needle bearings will be allowed either as part of the shaft or as an interface between the rocker arm(s) and the shaft. Push rods and push rod tubes may be of any origin and/or manufacture. Rocker arms valve adjustment screws and wave washers may be of any manufacture and clips may be tie wired. Rocker assemblies subject to post race examination. Valve covers may be of any manufacture. Air cleaner may be of any manufacture, location optional. Velocity stacks may be used providing they are not welded or bonded to the carburetor. The following stock VW carburetors (30PICT 1, 2 and 3) may be used. Maximum venturi size of carburetor is 24.10 mm. No internal modifications in the carburetor venturi or throttle blade area are allowed. This includes no removing of parts, no grinding, polishing, or filling. Intake manifolds must be stock. However, cutting of the manifold to compensate for head milling is allowed; re-welding will not be allowed. Those manifolds which have been cut and re-welded must be cut again, and assembled by use of rubber hose and clamps, or by some other suitable method so that the interior of the manifold can be inspected during post race Technical Inspection. No chemical milling of manifold or carb. Automatic choke housing may be removed. Choke plate and shaft may be removed and the holes plugged. Electric needle valve optional. The stock float bowl vent may be moved and/or plugged. An external float bowl vent may be incorporated. Any air and main jet. Any combination of stock fuel pump or electric pump may be used. Heater tubes optional. Aftermarket fan shrouds allowed.

### **Restrictor Plates**

Two (2) seater restrictor plates will be 21mm.

SCORE restrictor plates only may be used, and shall be the only item installed between the carburetor and intake manifold. Provisions for safety wiring the carburetor and intake manifold to prevent removal of the restrictor plate must be provided. All restrictor plates are sized, numbered, and anodized and may not be altered or tampered with in any way. Plates available at SCORE Headquarters.

### **CR23 Engine Replacement**

### **CR24 Transmissions**

Must be VW type 1 or Type 2 transaxle housing. Not more than four (4) forward speeds. All internal modifications ok. Any gear ratio combinations may be used. However, only VW type gears (Helical cut gears) may be used. Must be stock VW housings with internal modifications only. May use aftermarket side covers.

### **CR25 Throttles**

### **CR26 Exhaust**

### **CR27 Drive Shafts**

### **CR28 Fly wheel Shields**

### **CR29 Oil Coolers**

Any manufacture oil cooler allowed. Location optional. Full flow system

allowed. No deep sumps or dry sumps.

## CR30 Auxiliary Equipment

## Roll Cages

## CR32 Roll Cages

### Body Restraints

### CR33 Safety Harness

## CR34 Nets

### CR35 Seating

## Vehicle Components — General

### CR36 Driver's Compartment

## CR38 Firewalls

### CR39 Ballast

Vehicles utilizing ballast to make minimum weight must have a 1/8" hole drilled in ballast in such a manner that it can be sealed to a main structural member where removal is impossible without breaking sealing wire.

### CR40 Weight

Two (2) seater 1350lbs. minimum

## CR41 Floorboards

### CR42 Hazardous Protrusions - Bumpers

Adequate safe front/rear bumpers required

### CR43 Mirrors

## CR44 Skid Plates

### CR45 Storage

## CR47 Chassis and Bodies

## CR48 Hoses

### CR49 Identification Markings

### CR50 Advertising on Vehicles

## CR51 Antennas

## CR52 Workmanship

## ADDITIONS AND NOTES

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## Sherman Balch 1982 Cl. 3S Points Leader through Barstow



### **CLASS 3 4-WHEEL DRIVE (SHORT WHEELBASE)**

#### **Definition**

A class for vehicles which have been series produced in quantities of at least 1000 unit within a 12-month period and readily available to the general public in the U.S.A. 4-wheel drive vehicles with a maximum wheel-base of 103.5 inches.

Vehicle must be capable, as factory equipped, of being driven through four wheels and resemble factory-produced 4-wheel drive vehicles, including Diesel and Turbocharged Diesels.

Manufacturers body and chassis combinations must be retained. This rule will include transmissions, transfer cases and differential housings.

#### **General Regulations**

Entrants in this class shall comply with all applicable General Regulations.

#### **Competition Regulations**

##### **CR1 Helmets**

##### **CR2 Protective Clothing**

##### **CR3 Eye Protection**

##### **CR4 First Aid Kits**

##### **CR5 Emergency Signaling Devices**

##### **CR6 Horns**

##### **CR7 Reflectors**

##### **CR8 Fire Suppression Equipment**

##### **CR9 Survival Supplies**

#### **Suspension Components**

Suspension parts may be interchanged from a given manufacturer's 4-wheel drive production vehicle series provided the parts are readily available to the general public in the U.S.A. Front and rear suspension must retain original stock concept (leaf, coil, etc.)

##### **CR10 Shock Absorbers**

Number of shocks and mountings are optional.

Mounting points may be strengthened and design modified.

Remote mounted shocks are not allowed.

##### **CR11 Wheels and Tires**

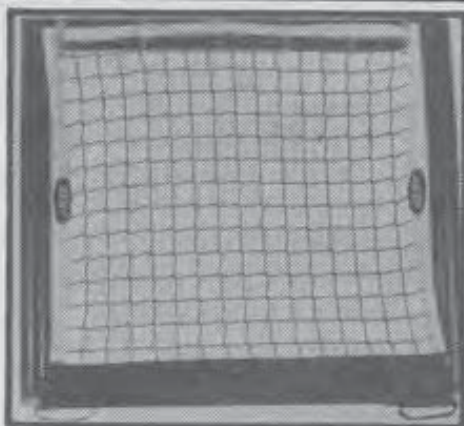
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## **CR12 Fasteners**

### **Steering and Braking Components**

#### **CR13 Steering**

Steering box may be strengthened, modified or replaced with one of the same manufacturer.

Steering parts (tie rods, ends, idler arms, pitman arms, relay rods and turning arms) may be specially made provided they operate in the original manner.

Steering system components must remain stock concept.

Any manufacture steering wheel may be used and the position changed a maximum of 3" forward or aft.

#### **CR14 Braking**

### **Electrical System**

#### **CR15 Ignition**

#### **CR16 Batteries**

#### **CR17 Lights**

#### **CR18 Starters**

### **Fuel System**

#### **CR19 Fuel**

#### **CR20 Fuel Tanks**

Fuel lines may be relocated to facilitate the installation of a fuel cell. Electric fuel pumps are allowed.

Factory stock fuel tanks must be additionally secured with at least two (2) 1" x 1/4" metal straps.

Factory stock fuel tanks must be protected from impact by a full metal skid plate that extends past the maximum dimensions of the tank in all directions.

### **Engines, Transmissions and Drivelines**

#### **CR22 Engine Displacement**

Engine must be of the same manufacture, basic design, type with a maximum of eight (8) cylinders and readily available to the general public in the U.S.A.

Any displacement engine may be used. Engine relocations permitted a maximum of four (4) inches plus or minus (+ or -) one (1) inch.

Carburetor restricted to a maximum of one (1), four (4) barrel.

Items with no restrictions include:

strengthening and balancing

valve train and camshaft

bore and stroke

pistons and rods

blueprinting

oil and water cooling systems (no dry sumps)

air cleaners

fuel pumps

Water and vapor injection not allowed unless originally equipped.

#### **CR23 Engine Replacement**

#### **CR24 Transmission**

Transmissions and transfer cases must be of the same manufacture as the vehicle.

Clutch and gearing optional

Internal and external modifications permitted.

### **Differentials**

Front and rear axle assemblies, housings and third members must be of the same manufacturer. Differential housing may be reinforced both internally and externally and/or housing tubing may be replaced. Track width

must be maintained within plus or minus (+ or -) six (6) inches of factory production width. No lengthening or narrowing of frame allowed.

Gear ratios, carrier and safety hubs optional

Knock off hubs not permitted.

Axle trusses permitted.

Components must remain in original stock locations plus or minus (+ or -) two (2) inches. Vehicles produced with front differentials mounted below leaf springs will be allowed to re-locate above leaf springs or visa versa. Wheelbase must remain original factory locations plus or minus (+ or -) two (2) inches.

**CR25 Throttles**

**CR26 Exhaust**

**CR27 Drive Shafts**

**CR28 Flywheel Shields**

**CR29 Oil Coolers**

**CR30 Auxiliary Equipment**

**CR31 Superchargers and Turbochargers**

Turbochargers only allowed on Diesel engines.

**Roll Cages**

**CR32 Roll Cages**

**Body Restraints**

**CR33 Safety Harness**

**CR34 Nets**

Also see CR37 for additional information concerning doors & latches.

**CR35 Steering**

**Vehicle Components - General**

**CR36 Driver's Compartment**

Dash optional.

Pedal assemblies must remain in stock fore and aft locations.

Upholstered panels, headliners and carpets may be removed.

**CR37 Doors and Latches**

Doors must operate on stock hinges and remain in stock locations as originally installed. Roadster bodies acceptable as manufacturer option. Side bar required with roadster body. Also see CR34 for additional information concerning doors and latches.

**CR38 Firewalls**

Firewalls must remain stock, complete and in original location.

**CR39 Ballast**

**CR40 Weight**

Kelley Blue Book shipping weight plus 200 pounds for safety equipment.

**CR41 Floorboards**

Floorboards on front engined vehicles may be altered to provide routing of exhaust pipe to rear of vehicle. Must retain original thickness and type of material.

**CR42 Hazardous Protrusions - Bumpers**

Safe front and rear bumpers required.

**CR43 Mirrors**

**CR45 Storage**

**CR46 Fenders**

Wheel openings in fenders may be enlarged for tire clearance but must maintain their original body lines. Not more than 3" may be removed.

Fenders may be flared 2" but must meet the approval of the Technical Inspector regarding excessive material removal or flare.

Front fender inner panels may be modified and replaced with sheet metal (or aluminum) for tire clearance and additional shock absorber mounting, but must cover the same area as the original inner panel or entire inner



fender area to all extremities such as frame, firewall, radiator core, upper fender lines, etc. Inner panels may be cut away a maximum of one (1) inch on either side of each shock absorber that mounts through inner panel. Gauge/thickness of replacement sheet metal may not be less than original stock.

Fenders must be bolted on. No hinged front ends. Attachment of fenders, inner panels, and radiator to a front hoop is acceptable provided stock external appearance is maintained.

Body and fender material may not be substituted with the exception of front inner fender panels, hood, fenders (rear fenders on stepside beds only) and pickup bed deck.

### **CR47 Chassis and Bodies**

#### **Chassis**

Original wheelbase must be maintained plus or minus (+ or -) two (2) inches. Frames may be strengthened by adding material but must retain original configuration. No lengthening of frame or narrowing of frame.

#### **Body**

Body must maintain the original shape, size, configuration and appearance.

Mounting location (vertical, horizontal, lateral) and mounting method on frame must remain original stock. Additional mounts or parts for body strengthening may be added.

Internal body structural members must remain intact. Holes may be drilled or cut for clearance of roll bars, supports, shocks, lines, etc.

Hoods, doors and fenders are required to be in original locations.

Pickup beds are considered a part of the body. Tailgates optional.

Stock floor and rear fender inner panels must be retained (steel or aluminum may be substituted for wood flooring material). External stock bed dimensions must be retained. Except for stepside beds which may be narrowed a maximum of four (4) inches for tire clearance. (i.e. a maximum of two (2) inches on each side - maximum four (4) inches total). Bed may be relocated to the rear a maximum of 2" for clearance between cab and bed.

Pickup bed front panel required, but tailgate optional.

Stock grill assemblies required.

Safety glass windshields required, unless windshield frame is designed by the manufacturer to be removed by unbolting. Side glass optional.

Hardtops with tops removed not permitted.

#### **CR48 Hoses**

#### **CR49 Identification Numbers**

#### **CR50 Advertising on Vehicles**

#### **CR51 Antennas**

#### **CR52 Workmanship**

## **ADDITIONS AND NOTES**

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### **CLASS 4 4-WHEEL DRIVE (LONG WHEELBASE)**

#### **Definition**

A class for vehicles which have been series produced in quantities of at least 1000 unit within a 12-month period and readily available to the general public in the U.S.A. 4-wheel drive with a minimum wheel-base of 103.5 inches.

Vehicle must be capable, as factory equipped, of being driven through four wheels. Resemble Factory-produced 4-wheel drive vehicles, including Diesel and Turbocharged Diesels.

Manufacturers body and chassis combinations must be retained. This rule will include transmissions, transfer cases and differential housings.

#### **General Regulations**

Entrants in this class shall comply with all applicable General Regulations.

#### **Competition Regulations**

**CR1 Helmets**

**CR2 Protective Clothing**

**CR3 Eye Protection**

**CR4 First Aid Kits**

**CR5 Emergency Signaling Devices**

**CR6 Horns**

**CR7 Reflectors**

**CR8 Fire Suppression Equipment**

**CR9 Survival Supplies**

#### **Suspension Components**

Suspension parts may be interchanged from a given manufacturer's 4-wheel drive production vehicle series provided the parts are readily available to the general public in the U.S.A. Front and rear suspension must retain original stock concept (leaf, coil, etc.)

#### **CR10 Shock Absorbers**

Number of shocks and mountings are optional.

Mounting points may be strengthened and design modified.

Remote mounted shocks are not allowed.

#### **CR11 Wheels and Tires**

#### **CR12 Fasteners**

## **Steering and Braking Components**

### **CR13 Steering**

Steering box may be strengthened, modified or replaced with one of the same manufacturer.

Steering parts (tie rods, ends, idler arms, pitman arms, relay rods and turning arms) may be specially made provided they operate in the original manner.

Steering system components must remain stock concept.

Any manufacture steering wheel may be used and the position changed a maximum of 3" forward or aft.

### **CR14 Braking**

## **Electrical System**

### **CR15 Ignition**

### **CR16 Batteries**

### **CR17 Lights**

### **CR18 Starters**

## **Fuel System**

### **CR19 Fuel**

### **CR20 Fuel Tanks**

Fuel lines may be relocated to facilitate the installation of a fuel cell. Electric fuel pumps are allowed.

Factory stock fuel tanks must be additionally secured with at least two (2) 1" x 1/4" metal straps.

Factory stock fuel tanks must be protected from impact by a full metal skid plate that extends past the maximum dimensions of the tank in all directions.

## **Engines, Transmissions and Drivelines**

### **CR22 Engine Displacement**

Engine must be of the same manufacture, basic design, type with a maximum of eight (8) cylinders and readily available to the general public in the U.S.A.

Any displacement engine may be used. Engine relocations permitted a maximum of four (4) inches plus or minus (+ or -) one (1) inch.

Carburetor restricted to a maximum of one (1), four (4) barrel.

Items with no restrictions include:

strengthening and balancing

valve train and camshaft

bore and stroke

pistons and rods

blueprinting

oil and water cooling systems (no dry sumps)

air cleaners

fuel pumps

Water and vapor injection not allowed unless originally equipped.

### **CR23 Engine Replacement**

### **CR24 Transmission**

Transmissions and transfer cases must be of the same manufacture as the vehicle.

Clutch and gearing optional.

Internal and external modifications permitted.

## **Differentials**

Front and rear axle assemblies, housings and third members must be of the same manufacturer. Differential housing may be reinforced both internally and externally and/or housing tubing may be replaced. Track width must be maintained within plus or minus (+ or -) six (6) inches of factory production width. No lengthening or narrowing of frame allowed.



Gear ratios, carrier and safety hubs optional

Knock off hubs not permitted.

Axle trusses permitted.

Components must remain in original stock locations plus or minus (+ or -) two (2) inches. Vehicles produced with front differentials mounted below leaf springs will be allowed to re-locate above leaf springs or visa versa. Wheelbase must remain original factory locations plus or minus (+ or -) two (2) inches.

**CR25 Throttles**

**CR26 Exhaust**

**CR27 Drive Shafts**

**CR28 Flywheel Shields**

**CR29 Oil Coolers**

**CR30 Auxiliary Equipment**

**CR31 Superchargers and Turbochargers**

Turbochargers only allowed on Diesel engines.

**Roll Cages**

**CR32 Roll Cages**

**Body Restraints**

**CR33 Safety Harness**

**CR34 Nets**

Also see CR37 for additional information concerning doors & latches.

**CR35 Steering**

**Vehicle Components - General**

**CR36 Driver's Compartment**

Dash optional.

Pedal assemblies must remain in stock fore and aft locations.

Upholstered panels, headliners and carpets may be removed.

**CR37 Doors and Latches**

Doors must operate on stock hinges and remain in stock locations as originally installed. Roadster bodies acceptable as manufacturer option. Side bar required with roadster body. Also see CR34 for additional information concerning doors and latches.

**CR38 Firewalls**

Firewalls must remain stock, complete and in original location.

**CR39 Ballast**

**CR40 Weight**

Kelley Blue Book shipping weight plus 200 pounds for safety equipment.

**CR41 Floorboards**

Floorboards on front engined vehicles may be altered to provide routing of exhaust pipe to rear of vehicle. Must retain original thickness and type of material.

**CR42 Hazardous Protrusions - Bumpers**

Safe front and rear bumpers required.

**CR43 Mirrors**

**CR45 Storage**

**CR46 Fenders**

Wheel openings in fenders may be enlarged for tire clearance but must maintain their original body lines. Not more than 3" may be removed.

Fenders may be flared 2" but must meet the approval of the Technical Inspector regarding excessive material removal or flare.

Front fender inner panels may be modified and replaced with sheet metal (or aluminum) for tire clearance and additional shock absorber mounting, but must cover the same area as the original inner panel or entire inner fender area to all extremities such as frame, firewall, radiator core, upper fender lines, etc. Inner panels may be cut away a maximum of one (1) inch



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on either side of each shock absorber that mounts through inner panel. Gauge/thickness of replacement sheet metal may not be less than original stock.

Fenders must be bolted on. No hinged front ends. Attachment of fenders, inner panels, and radiator to a front hoop is acceptable provided stock external appearance is maintained.

Body and fender material may not be substituted with the exception of front inner fender panels, hood, fenders (rear fenders on stepside beds only) and pickup bed deck.

### **CR47 Chassis and Bodies**

#### **Chassis**

Original wheelbase must be maintained plus or minus (+ or -) two (2) inches. Frames may be strengthened by adding material but must retain original configuration. No lengthening of frame or narrowing of frame.

#### **Body**

Body must maintain the original shape, size, configuration and appearance.

Mounting location (vertical, horizontal, lateral) and mounting method on frame must remain original stock. Additional mounts or parts for body strengthening may be added.

Internal body structural members must remain intact. Holes may be drilled or cut for clearance of roll bars, supports, shocks, lines, etc.

Hoods, doors and fenders are required to be in original locations.

Pickup beds are considered a part of the body. Tailgates optional.

Stock floor and rear fender inner panels must be retained (steel or aluminum may be substituted for wood flooring material). External stock bed dimensions must be retained. Except for stepside beds which may be narrowed a maximum of four (4) inches for tire clearance. (i.e. a maximum of two (2) inches on each side - maximum four (4) inches total). Bed may be relocated to the rear a maximum of 2" for clearance between cab and bed.

Pickup bed front panel required, but tailgate optional.

Stock grill assemblies required.

Safety glass windshields required, unless windshield frame is designed by the manufacturer to be removed by unbolting. Side glass optional.

Hardtops with tops removed not permitted.

#### **CR48 Hoses**

#### **CR49 Identification Numbers**

#### **CR50 Advertising on Vehicles**

#### **CR51 Antennas**

#### **CR52 Workmanship**

## **ADDITIONS AND NOTES**

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## Malcolm Vinje 1982 Points Leader through Barstow



### CLASS 5 (UNLIMITED) BAJA BUGS

#### Definition

Vehicle must be VW sedan, Type 1, hardtop or convertible as delivered from the factory.

Vehicle must have the external appearance of a "Baja Bug." 181 Safari's, 900 series Porsches, and Karmann Ghias are included in this class.

#### General Regulations

Entrants in this class shall comply with all applicable General Regulations.

#### Competition Regulations

- CR1 Helmets**
- CR2 Protective Clothing**
- CR3 Eye Protection**
- CR4 First Aid Kits**
- CR5 Emergency Signaling Devices**
- CR6 Horns**
- CR7 Reflectors**
- CR8 Fire Suppression Equipment**
- CR9 Survival Supplies**

#### Suspension Components

Front and rear suspension system may be modified or replaced for strengthening purposes as long as stock concept is retained. (Torsion bars, trailing arms, swing-axles/IRS) and wheelbase limit is not exceeded and floor pan rules are complied with.

##### **CR10 Shock Absorbers**

##### **CR11 Wheels and Tires**

Spare tire must be located within body.

##### **CR12 Fasteners**

#### Steering and Braking Components

##### **CR13 Steering**

No center steering wheel allowed.

##### **CR14 Braking**

#### Electrical System

##### **CR15 ignition**

##### **CR16 Batteries**



**CR17 Lights**  
**CR18 Starters**

**Fuel System**

**CR19 Fuel**  
**CR20 Fuel Tanks**  
**CR21 Fuel Filler Lines and Caps**

**Engines, Transmissions and Drivelines**

**CR22 Engine Displacement - Unlimited**

Any manufacture air cooled, 4 cyl. single cam, push rod, VW concept engine allowed. 6 cyl. Porsche engine allowed in Porsche 911 only.

**CR23 Engine Replacement**

**CR24 Transmissions**

**CR25 Throttles**

**CR26 Exhaust**

**CR29 Oil Coolers**

**CR30 Auxiliary Equipment**

**CR31 Superchargers and Turbochargers**

**Roll Cages**

**CR32 Roll Cages**

**Body Restraints**

**CR33 Safety Harness**

**CR34 Nets**

**CR35 Seating**

Either one or two seats may be used. Position is optional within confines of main cage. No center seating allowed.

**Vehicle Components - General**

**CR36 Driver's Compartment**

Sheet metal front firewall (bulkhead) is required. May be attached to roll cage, but must be in stock fore and aft location.

Rear seat, upholstered panels, headliners, and carpets may be removed.

Interior rear sheet metal may be removed only if stock appearance is retained from the outside, and firewall ruling is complied with.

Pedals may be of any manufacture, and location is optional on left side of tunnel with minimum altering of floor pan, providing pedal pads are not more than 4" from stock location.

**CR37 Doors and Latches**

Doors must remain functional, in original stock location, on two (2) hinges per door with workable latch. Secondary positive latching devices mandatory (i.e. no tape, bungies or screen door hooks). Side bar across door openings as described under roll cage design are mandatory.

**CR38 Firewalls**

**CR39 Ballast**

**CR41 Floorboards**

Must retain an original VW floor pan. Frame head may be interchanged from late to early, or early to late and may be extended from bulkhead out to front beam. Minimum metal may be removed from body mounting flange forward of stock pedal area and from side of tunnel along side stock pedal area to allow mounting of aftermarket pedal assembly; gear shift mounting optional; seat mounts optional, torsion adjuster may be installed.

**CR42 Hazardous Protrusion - Bumpers**

**CR43 Mirrors**

**CR44 Skid Plates**

**CR45 Storage**

**CR46 Fenders**

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Full coverage front fenders must be used. Front fender mounting location must remain stock.

Rear fenders when measured at top center, must not measure less than 6" from body, and must resemble a VW Baja Bug rear fender. Rear fenders may be of metal, but must have rolled edges and mounting height is optional.

### CR47 Chassis and Body Components

Must retain an original VW floor pan, main steel body and steel doors.

Metal may be added to strengthen body and floor pan (chassis).

Any year body and chassis combination permissible.

Single piece front ends allowed. Front sheet metal may only be removed far enough to allow installation of "Baja Bug" kit or single piece front end.

Exterior rear sheet metal may only be removed far enough to allow installation of a "Baja Bug" kit. Body may not be cut forward of the upper line of the original engine cover.

Hardtop sedans with tops removed not allowed.

If convertible body is used, windshield framework must be retained and rear cross-over piece forward of engine cover must remain stock.

Body may be raised a maximum of 3½" from the floor pan, or wheel wells can be cut out a maximum of 2½" or any other combination of raising or cutting as long as modifications do not exceed 3½"

Windshield and window glass optional, but must be shatterproof if retained.

Wheelbase may be altered to a maximum of 105 as measured from wheel center line to centerline front to rear on both sides, not to exceed a total of 210" combined plus or minus 1 inch.

Torsion Tube may be adjustable, but must be Type 1.

## CR48 Hoses

### CR49 Identification Markings

### CR50 Advertising on Vehicles

### CR51 Antennas

### CR52 Workmanship

## ADDITIONS AND NOTES

Blank lined paper.

## **Eric Arras 1982 Points Leader through Barstow**



### **CLASS 5-1600**

#### **Definition**

Vehicle must be VW sedan, Type 1, hardtop or sunroof as delivered from the factory. Vehicle must have the external appearance of a "Baja Bug." No convertibles. Karmann Ghias, 181 Safari's, Variants or Super Beetles.

#### **General Regulations**

Entrants in this class shall comply with all applicable General Regulations.

This is a stock production class and all components must remain stock except for those modifications allowed herein.

#### **Competition Regulations**

**CR1 Helmets**

**CR2 Protective Clothing**

**CR3 Eye Protection**

**CR4 First Aid Kits**

**CR5 Emergency Signaling Devices**

**CR6 Horns**

**CR7 Reflectors**

**CR8 Fire Suppression Equipment**

**CR9 Survival Supplies**

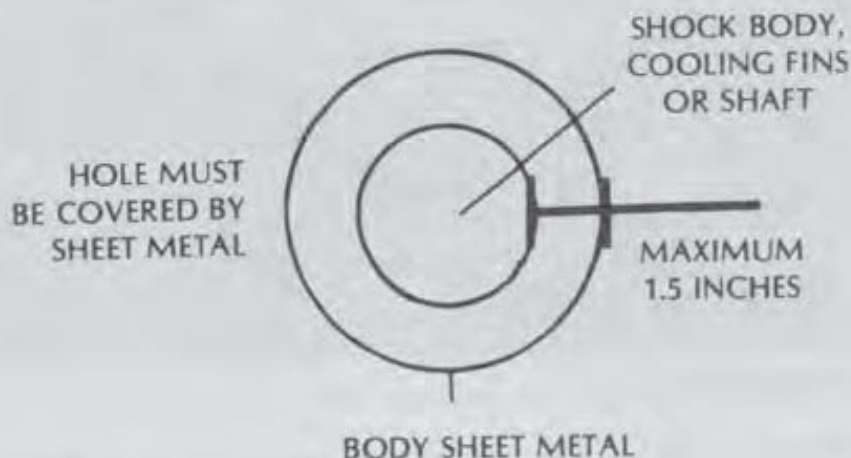
#### **Suspension Components**

Front and rear suspension components limited to stock Type 1 Bug or 181 ball joint or link pin only (may be interchanged). Any tie rod and tie rod ends allowed. Front axle torsion tube centers may be cut, rotated and rewelded or adjusters added so long as stock width is maintained to increase ground clearance. Sway bars may be removed. Any manufacture front/rear torsion bars allowed. Front/rear torsion tubes may be additionally supported by attachment to the floor plan and/or roll cage. Original seams may be reinforced. Spindles and trailing arms may be reinforced, but must retain VW identification symbol in casting. Any manufacture front link pins allowed provided they maintain stock geometry. Suspension limiters allowed. Any manufacture spring plate may be utilized with additional retainer straps and top and bottom stops removed as long as stock mounting method is maintained. Original wheel base must be maintained. May install center torsion bar adjusters in the rear. May convert existing swing axle suspension to IRS by welding any manufacturer's tabs to torsion housing in stock location, maintaining stock geometry.



### **CR10 Shock Absorbers**

Any manufacture and size shocks allowed. Cooling fins and /or reservoirs allowed. Stock shock mounts must be utilized. Shock mounting bolts may be changed to a maximum 1/2" in diameter. Front and rear shock tower mounts (upper and lower) may be reinforced by rod and/or strapping. Two shocks per rear wheel, any location allowed. Sheet metal removed is to be in accordance with diagram. Only one shock absorber allowed in front, mounted in stock location.



### **CR11 Wheels and Tires**

Any manufacture and size tires and rims allowed that will mount directly on VW drums. Spare tire may be relocated anywhere inside body.

### **CR12 Fasteners**

### **Steering and Braking Components**

#### **CR13 Steering**

Steering box may be of any origin. Any manufacture steering wheel and adaptor must be used in stock location. Any steering dampener allowed. Any steering shaft allowed. May use bearing mount. May remove sheet metal tube.

#### **CR14 Braking**

Original VW Type 1, 2, 3 drum brakes only on all wheels. Drums may be machined, speedometer hole plugged and studs installed. Any combination of VW master and wheel cylinder, drums and brake lining allowed, may remove handbrake.

### **Electrical System**

#### **CR15 Ignition**

Battery ignition only. No magnetos. Six or twelve volt system may be used regardless of year model. Any manufacture and type of distributor may be used. Any VW type alternator or generator system in stock location may be utilized.

#### **CR16 Batteries**

Number of batteries and location optional.

#### **CR17 Lights**

Additional lighting permitted. Any manufacture stop and taillights allowed.

#### **CR18 Starters**

### **Fuel System**

#### **CR19 Fuel**

#### **CR20 Fuel Tanks**

Fuel Cells mandatory in this class. The date must be readable without removing any major components. Fuel cell may be relocated. Any size fuel cell allowed. A minimum of two (2) additional tank hold down straps must be installed to support fuel cell in the event of an upset. Straps may be rubber



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coated steel or nylon webbing. Any combination of stock or electric fuel pump may be utilized.

### **CR21 Fuel Filler Lines and Caps**

## **Engines, Transmissions and Drivelines**

### **CR22 Engine Displacement**

Engine must utilize VW series Type 1, 1600cc, U.S. model sedan components and dimensions. The maximum allowable engine displacement is 1600cc. Any manufacture engine bearing allowed as long as stock dimensions are maintained. Any VW Type 1, 2 or 3 or "universal" case is allowed. The following modifications may be made to the stock case.

- (A) The case may be align-bored and machined for cam bearing.
- (B) The case may be drilled and tapped for oil pressure and/or temperature sending units.
- (C) The case may be machined to allow the installation of a crank pulley seal.
- (D) Case savers may be installed for cylinder head studs.
- (E) Cylinder seating surface may be machined but must be shimmed back to original stock deck height of .039" or 1mm minimum —no maximum.
- (F) Early case oil galleries (8mm) may be enlarged to the dimensions of the universal case (10mm).
- (G) Threaded oil gallery plugs allowed.

Any camshaft, camshaft gear and/or crankshaft gear, valve spring retainers, valve springs, and lifters allowed. However, valve spring seat diameter, in the head, must be stock. Any manufacture oil pump. No deep sumps, dry sumps or sump alterations. Windage trays allowed. The use of any oil by-pass pistons and springs is allowed. Pistons must be stock 3 ring only. Pistons and cylinders may be any manufacture as long as original stock dimensions and balanced weight are maintained. Any type wrist pin retainers. Piston assemblies may be statically balanced to the equivalent weight in grams of the lightest original non-balanced piston, wrist pin, etc. Flywheel, clutch and pressure plate, crankshaft, pulley, connecting rods and piston assemblies may be balanced. Balancing limitations specified under individual items.

Stock VW crankshaft only. Generator pulley may be of any manufacture. Crankshaft may be balanced. Crankshaft to .030" under size allowed. No polishing or lightening. Any VW flywheel may be balanced and lightened. Any manufacture clutch disc or pressure plate allowed but must retain original stock diameter. No aluminum flywheel allowed. May be eight dowel pinned and any gland nut and washer. Connecting rods may be statically balanced, but not polished or profiled. Balanced weight of the connecting rods in grams should be equivalent to the lightest original non-balanced stock rod. Heads must be U.S. sedan stock single port or the Brasil manufactured head with VW insignia and part #040-101-373. Heads may be flycut for clean up. Head may not have less than 42cc in the combustion chamber. No porting or polishing allowed. Valves must be stock or equivalent. Valve seat angle must remain stock, 45 degrees. One piece valve allowed. No profiling or polishing of valves allowed. Valve guides may be steel, bronze or cast iron, valve guide seals allowed. No grinding or polishing in the port including valve guides. Any shaft may be used which will allow the use of the standard stock VW rocker arm(s). The rocker arm(s) may be resurfaced to permit the use of (swivel feet) or similar devices. No other grinding or changes to the rocker arm(s) are permitted. No roller or needle bearings will be allowed either as part of the shaft or as an interface between the rocker arm(s) and the shaft. Push rods and push rod tubes may be of any origin and/or manufacture. Rocker arm valve adjustment screws and wave washers may be of any manufacture and clips may be tie wired. Rocker assemblies subject to post race examination. Valve covers may be of any manufacture.



Air cleaner may be of any manufacture, location optional. Velocity stacks may be used providing they are not welded or bonded to the carburetor. The following stock VW carburetors (30 PICT 1, 2 and 3) must be used. Maximum venturi size of carburetor is 24.10mm. No internal modifications in the carburetor venturi or throttle blade area are allowed. This includes no removing of parts, no grinding, polishing, or filling. Intake manifolds must be stock. However, the cutting of the manifold to compensate for head milling is allowed; re-welding will not be allowed. Those manifolds which have been cut and re-welded must be cut again, and assembled by use of rubber hose and clamps, or by some other suitable method so that the interior of the manifold can be inspected during post race Technical Inspection. No chemical milling of manifold or carb. Automatic choke housing may be removed. Choke plate and shaft may be removed and the holes plugged. Electric needle valve optional. The stock float bowl vent may be removed and/or plugged. An external float bowl vent may be incorporated. Any air and main jet. Fuel filters and fuel pressure regulators of any type are allowed. Any combination of stock fuel pump or electric pump may be used. Heater tubes optional.

### **CR23 Engine Replacement**

### **CR24 Transmissions**

Type 1 or 2 4-speed only. Axle tube stiffeners allowed. Any shift lever O.K. May use any manufacture Type 1, 2 or 181 stub axle. May use any VW CV joint. Oversized bolts allowed in CV joints.

Motor and/or Transmission mounts. Solid mounts and trans straps allowed.

### **CR25 Throttles**

### **CR26 Exhaust**

Any manufacture.

### **CR29 Oil Coolers**

Any manufacture oil cooler allowed. Location optional. Full flow system allowed. No deep sumps or dry sumps.

### **CR30 Auxiliary Equipment**

### **CR32 Roll Cage**

The purpose of the roll cage is to comply with CR32 and to strengthen the vehicle. With this in mind there are no restrictions as to terminal points of the roll cage. However, safety standards as outlined in CR32 must be strictly adhered to.

### **CR33 Safety Harness**

### **CR34 Nets**

### **CR35 Seating**

Any seats allowed, but seats must remain in stock location. Rear seat may be removed. If stock seat mounts are used, they must be reinforced using at least two U-bolts per seat runner.

### **CR36 Driver's Compartment**

Rear seat, upholstered panel, headliners and carpets may be removed.

Pedals must remain in stock fore and aft location may use replacement roller pedal or stock pedal cluster. No removal of dash and firewalls. Dash may be covered with sheet metal to facilitate the installation of additional engine instrumentation. Air cleaner hose and oil lines may pierce firewall. May use any manufacture throttle cable and stock housing. However, any holes drilled in the firewall for such things as oil lines, etc., may not leave a gap larger than 1/8".

### **CR37 Door and Latches**

Doors must remain functional, in original stock location with original hinges with workable latch. Secondary positive latching devices mandatory if nets are attached to doors.

### **CR38 Firewalls**

### **CR39 Ballast**

### **CR41 Floorboards**

Serial numbers required on floor pan and remain easily visible, no altera-



tion to pan allowed, except for heating and bending of pan 1" to allow for tie rod clearance, frame head may be interchanged from late to early or early to late.

### CR42 Hazardous Protrusions - Bumpers

Adequate safe bumpers. Nerf bars may be added to the sides in front of the rear wheels and the supporting bar should not have more than  $\frac{1}{8}$ " clearance between the bar and the body.

### CR43 Mirrors

**CR44 Skid Plates**

Any type front and rear skid plate may be used. Any engine guards.

### CR45 Storage

### CR46 Fenders

Rear fenders may be of any manufacture. Metal fenders require rolled edges. Rear fenders may be mounted a maximum of 1½ above the body line (measured at the top of the fender). Minimum width of 6 inches measured at the center line of the rear wheel.

Fenders must be stock Baja Bug kit fenders. Rear fender wells may be modified or removed from  $\frac{1}{2}$ " below stock fender mounting holes. Rear package trays must remain in stock location and remain stock size. If fender well is removed the resulting hole must be covered air tight with metal of the same thickness as the metal removed.

### CR47 Chassis and Body Components

Original wheelbase must be maintained. Body must be VW Type 1 Bug or sunroof Bug. No convertibles, Ghias, 181 Safari's, Variants or Super Beetles. Main body shell must be all original. Interpret this to mean sunroofs must have metal covering. No fiberglass body or doors. No gutting of inner panels on body or doors. Front and rear sheet metal can be removed far enough to allow installation of Baja Bug kit. Running boards may be removed. Single piece front ends Baja Bug (fiberglass) allowed. No canvas hoods allowed. No lift kits.

## CR48 Hoses

### CR49 Identification Marking

### CR50 Advertising on Vehicles

**CR51 Antennas**

**CR52 Workmanship**

## ADDITIONS AND NOTES

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for  
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## **Arne Gunnarson 1982 Points Leader through Barstow**



### **CLASS 6 4-WHEEL PRODUCTION AUTOMOBILES**

#### **Definition**

Vehicle built from a two-wheel drive, passenger type vehicle series produced in quantities of at least 2,000 units within a 12-month period. No air cooled VW's or Porsches allowed. Corvairs OK. Late model turbocharged cars will be allowed to run provided all external components on the engine are factory stock.

Coupes, sedans, convertibles, station wagon and passenger pickups, such as El Caminos and Rancheros are included in this class.

The following 4-wheel drive passenger cars are included in this class —Subaru BRAT and station wagon, AMC Eagle and Spirit, and Audi Quattro. Others may be considered on a case by case basis.

The manufacturer's combination of engine type, body, to chassis and frame must be retained; and transmission and differential (or transaxle) offered by the vehicle manufacturer in his passenger series may be used.

#### **General Regulations**

Entrants in this class shall comply with all applicable General Regulations.

This is a stock production class and all components must remain stock except those modifications allowed herein. However Rally cars meeting F.I.A. requirements may be included in this class.

#### **Competition Regulations**

**CR1 Helmets**

**CR2 Protective Clothing**

**CR3 Eye Protection**

**CR4 First Aid Kits**

**CR5 Emergency Signaling Devices**

**CR6 Horns**

**CR7 Reflectors**

**CR8 Fire Suppression Equipment**

**CR9 Survival Supplies**

#### **Suspension Components**

Other than items with no restrictions, stock suspension pieces must be retained, but may be strengthened by adding material; suspension pieces may be interchanged from within the passenger series of the vehicle manufacturer, however, suspension must retain the original concept (A-Arm, MacPherson Strut, I-Beam, etc.) and all springs must retain the original

concept (leaf, torsion bar, coil, etc.) available on the stock vehicle.

Items with no restrictions are:

- spindles
- pivot points
- spring rates and capacities
- ball joints
- mountings
- travel limits

#### **CR10 Shock Absorbers**

Number of shocks and mounting method are optional. However, may not be mounted in passenger compartment without a SCORE-approved safety shield.

#### **CR11 Wheel and Tires**

Any manufacture pneumatic tire and wheel allowed as long as wheels and tires do not extend beyond the body lines as viewed from the top.

Spare tire must be located within body.

#### **CR12 Fasteners**

### **Steering and Braking Components**

#### **CR13 Steering**

Power steering allowed.

Steering system must retain the basic concept (rack & pinion, recirculating ball, etc.) available on the stock vehicle and must remain in the stock location. Steering system may be strengthened or replaced. Steering parts (tie rods, ball joints, ends, idler arms, pitman arms, relay rods and turning arms) may be strengthened or replaced or specially made.

Any manufacture steering wheel may be utilized and steering wheel position may be relocated a maximum of 3" in any direction.

#### **CR14 Braking**

### **Electrical System**

#### **CR15 Ignition**

#### **CR16 Batteries**

#### **CR17 Lights**

#### **CR18 Starters**

### **Fuel System**

#### **CR19 Fuel**

#### **CR20 Fuel Tanks**

Original stock fuel tanks in original location under vehicle must be protected by a full metal skid plate that covers the maximum dimension of the tank.

Fuel tank location optional. If tank is to be located inside drivers compartment, fuel cell will be mandatory. The date must be readable without moving any major components.

#### **CR21 Fuel Filler Lines and Caps**

### **Engine, Transmission and Drivelines**

#### **CR22 Engine Displacement**

Engine must be a unit offered by the vehicle manufacturer in his passenger series and must be of the type (V, I, Slant, etc.) and number of cylinders available stock or as an option in the vehicle. Engines limited to a maximum of 3500cc (213.6 c.i.) or under.

Internal engine modification is permitted.

No engine relocations are permitted.

Items with no restrictions:

- strengthening and balance
- valve train and camshaft
- bore and stroke



- carburetion
- pistons
- blueprinting
- oil and water cooling systems (no dry sumps)
- air cleaners
- fuel pumps
- intake and exhaust system

Water and vapor injection and dry sump oil systems not allowed unless originally equipped.

#### **CR23 Engine Replacement**

#### **CR24 Transmissions**

The transmission must be a unit offered by the vehicle manufacturer.

Items with no restrictions:

- gear sets
- clutch
- u-joints

#### **Differentials**

Differential housing must be a unit offered by the manufacturer of the vehicle in his passenger series.

Gears, anti-slip, axles are open (no restrictions); knock off hubs are not allowed; floating axles are allowed.

Housings may be reinforced in any manner; axle tubes may be strengthened or replaced.

#### **CR25 Throttles**

#### **CR26 Exhaust**

#### **CR27 Drive Shaft**

#### **CR28 Flywheel Shields**

#### **CR29 Oil Coolers**

#### **CR30 Auxiliary Equipment**

#### **CR31 Superchargers and Turbochargers**

#### **Roll Cages**

#### **CR32 Roll Cages**

#### **Body Restraints**

#### **CR33 Safety Harness**

#### **CR34 Nets**

#### **CR35 Seating**

Any manufacture seat may be used, but must remain in approximate stock location.

#### **Vehicle Components - General**

#### **CR36 Driver's Compartment**

Rear seat, upholstered panels, headliners and carpets may be removed.  
Dash optional

Pedal assemblies must remain in stock fore and aft locations.

#### **CR37 Doors and Latches**

Doors must operate on stock hinges and also meet current roll cage rules regarding side bars. For additional information see CR34.

The non-moveable frame around door window may not be removed. Inner panels may be removed and door may be gutted.

#### **CR38 Firewalls**

Firewalls must remain stock, whole and in original location.

#### **CR39 Ballast**

#### **CR40 Weight**

The completed vehicle without fuel, tools, spares must not weigh less than the shipping weight listed in the Kelley Blue Book for the year and model of vehicle as defined above.



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#### **CR41 Floorboards**

Floorboards on front engine vehicles may be altered to provide routing of exhaust pipes to rear of vehicle.

#### **CR42 Hazardous Protrusions - Bumpers**

Safe front and rear bumpers.

#### **CR43 Mirrors**

#### **CR45 Storage**

#### **CR46 Fenders**

Wheel openings in fenders may be enlarged for tire clearance but must maintain their original body lines. No more than 4" may be removed and fender flare is restricted to 2" for coverage of the tire. In certain cases, such as the full rear skirt on the Citroen, more material may be removed to make tire changes practical, but previous approval by SCORE Tech is required.

Fender inner panels may be modified and replaced with sheet metal (or aluminum) for clearance of tires and additional shock absorbers, but must cover the same area as the original inner panel. Inner panels may be cut away for maximum of one (1) inch on either side of each shock absorber that mounts through the panel.

Fenders must be bolted on using no hinged front ends or breakaway features. Attachment of fenders, inner panels, grill and radiator to a front hoop is acceptable provided stock external appearance is maintained.

No fiberglass type fenders are allowed unless they are the only type of original equipment for that car.

#### **Chassis and Bodies**

##### **CR47 Chassis and Bodies**

Manufacturer / importing distributor body to chassis combination must be retained.

#### **Chassis**

Original wheelbase must be maintained.

Chassis and frame may be strengthened by adding material but must retain stock unit intact.

#### **Body**

Body must maintain the original shape, size, configuration and appearance; interior may be removed.

Mounting location (vertical, horizontal, lateral) and mounting method on frame must remain original stock. Additional mounts or parts for body strengthening may be added.

Internal body structural members must remain intact. Holes may be drilled or cut for clearance of roll bars, supports, shocks, etc.

Hoods, doors and fenders are required to be in original stock locations.

Pickup beds are considered a part of the body.

Tailgates and trunk lids optional

Hoods and trunk lids may be of any material.

Safety glass windshields required, side and rear glass optional.

Stock grill assemblies are required.

Convertible tops (hard or soft) may be removed; all other tops must be retained.

##### **CR48 Hoses**

##### **CR49 Identification Numbers**

##### **CR50 Advertising on Vehicles**

##### **CR51 Antennas**

##### **CR52 Workmanship**

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## **Manny Esquerro 1982 Points Leader through Barstow**



### **CLASS 7 MINI OR MID-SIZED PICKUPS**

#### **Definition**

Vehicles marketed as mini or mid-sized pickups and factory production 4-wheel drive mini or mid-sized pickups having a maximum wheelbase of 118 inches.

Vehicle must have been series produced in quantities of at least 5,000 units within a 12-month period and be readily available to the public in the U.S.A.

Manufacturers body and chassis combinations must be retained, excluding differentials.

#### **General Regulations**

Entrants in this class shall comply with all applicable general regulations.

#### **Competition Regulations**

**CR1 Helmets**

**CR2 Protective Clothing**

**CR3 Eye Protection**

**CR4 First Aid Kits**

**CR5 Emergency Signaling Devices**

**CR6 Horns**

**CR7 Reflectors**

**CR8 Fire Suppression Equipment**

**CR9 Survival Supplies**

#### **Suspension Components**

Spindles may be reinforced or replaced, but must retain the stock dimensions (plus or minus one (1) inch) between attachment points.

Front and rear suspension (except rear suspension as outlined below) must be of the same basic design and concept as originally produced and installed on the chassis to which it is mounted. Suspensions may be strengthened and reinforced in any manner so long as the stock control arm, A-arm, I-beam, etc., remain. Pivot points open. Stock track width must be maintained (plus or minus  $\frac{1}{2}$  (1  $\frac{1}{2}$ ) inches as measured from center line of the wheels).

Rear springs may be lengthened to a maximum of sixty (60) inches with a maximum width of three (3) inches.

Outboard rear springs permissible.



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Springs must retain stock concept (leaf, coil, torsion).

Rates, capacity and number of springs optional.

#### **CR10 Shock Absorbers**

Number of shocks and mounting methods optional. Mounting points may design be strengthened and modified.

Remote mounted shocks not allowed.

#### **CR11 Wheels and Tires**

#### **CR12 Fasteners**

### **Steering and Braking Components**

#### **CR13 Steering**

Power steering allowed.

Steering box may be replaced. Steering box must be mounted in the same location.

Steering box mounting may be reinforced by adding material. Steering parts (tie rods, ball joints, ends, idler arm, pitman arms, relay rods and turning arms) may also be strengthened or replaced with larger sized pieces. Heim joints optional.

Any manufacture steering wheel may be utilized and steering wheel position may be moved a maximum of 3" in any direction.

#### **CR14 Braking**

No other turning devices added to braking system.

### **Electrical System**

#### **CR15 Ignition**

#### **CR16 Batteries**

#### **CR17 Lights**

#### **CR18 Starters**

### **Fuel System**

#### **CR19 Fuel**

#### **CR20 Fuel Tanks**

Original stock fuel tanks in original location under vehicle must be protected by a full metal skid plate that covers the maximum dimensions of the tank.

Fuel tank location optional. Fuel cells may be sunk in the pickup bed between the frame rails.

#### **CR21 Fuel Filler Lines and Cap**

### **Engines, Transmissions and Drivelines**

#### **CR22 Engine Displacement**

Engine may be the one delivered in the vehicle by the manufacturer/importing distributor with a maximum of (6) cylinders. Any other engine of the same manufacture/importing distributor may be used providing:

1. It retains a maximum of six (6) cylinders as originally produced by the manufacturer/importing distributor.
2. Retains same number of camshafts.
3. Retains same number of valves per cylinder.
4. Must not displace more than 2800cc or 170.8c.i. in the stock form.
5. Any engine with more than two valves per cylinder may not displace more than 2200cc with a maximum of yield.
6. Rotary engines restricted to type 12A engines and may not displace more than 1200cc, any make of carburetors with a maximum of 2 venturis, not to exceed 38mm, and no peripheal ports.
7. V-6 engines must be pushrod type.

A maximum of .030 overbore allowed for clean-up.

Must be readily available to the general public in the U.S.A.

Any make of carburetors with a maximum of one venturi per cylinder.

**Engine placement:** No. 1 spark plug hole may not be located any further back from radiator than the original No. 1 spark plug hole plus or minus (+ or -) one inch.

Items with no restrictions include:

- strengthening and balancing
- valve train and camshaft
- bore and stroke
- pistons
- blueprinting
- oil and water cooling systems (no dry sumps)
- air cleaners
- fuel pumps

Water and vapor injection not allowed unless originally equipped.

**CR23 Engine Replacement**

**CR24 Transmission**

Any transmission may be used.

**Differential**

Differential open but must remain stock concept. Gear ratios, carriers, axles and floating hubs are optional.

Axle tubes may be replaced. No knock-off hubs.

**CR25 Throttles**

**CR26 Exhaust**

**CR27 Drive Shafts**

**CR28 Flywheel Shields**

**CR29 Oil Coolers**

**CR30 Auxiliary Equipment**

**CR31 Superchargers and Turbochargers**

**Roll Cages**

**CR32 Roll Cages**

**Body Restraints**

**CR33 Safety Harness**

**CR34 Nets**

**CR35 Seating**

Any manufacture seat may be used but must remain in approximate stock location.

**Vehicle Components - General**

**CR37 Driver's Compartment**

Dash optional.

Upholstered panels, headliners and carpets may be removed.

**CR37 Doors and Latches**

Doors must operate on stock hinges.

**CR38 Firewalls**

Firewalls must remain stock. May be relocated a minimum to allow for engine installation.

**CR39 Ballast**

**CR40 Weight**

**CR41 Floorboards**

Floorboards on front engined vehicles may be altered to provide routing of exhaust pipes to rear of vehicle.

**CR42 Hazardous Protrusions - Bumpers**

Safe bumpers required.

**CR43 Mirrors**

**CR45 Storage**

**CR46 Fenders**

Wheel openings in fender may be enlarged for tire clearance but must



maintain their original body lines. Not more than 3" may be removed.

Fenders may be flared 2" but must meet the approval of the Technical Inspector regarding excessive material removal or flare.

Fender inner panels may be modified and replaced with sheet metal (or aluminum) for tire clearance and additional shock absorber mounting, but must cover the same area as the original inner panel or entire inner fender area to all extremities such as frame, firewall, radiator core, upper fender lines, etc. Inner panels may not be less than original stock.

Fenders must be bolted on. No hinged front ends. Attachment of fenders, inner panels, and radiator to a front hoop is acceptable provided stock external appearance is maintained.

Body fender material may not be substituted with the exception of front inner panels, hood and front fenders providing they are the bolt on type.

#### **CR47 Chassis and Body**

Manufacturers specified year body and chassis combinations must be retained. Frames may be strengthened by adding materials. Section width of frame may be narrowed a maximum of nine (9) inches to allow for outboard rear springs. No frame alterations forward of firewall (bulkhead).

#### **Body**

Body must maintain the original shape, size, configuration and appearance.

Mounting location (vertical, horizontal, lateral) and mounting method on frame must remain original stock. Additional mounts or parts for body strengthening may be added.

Internal body structural members must remain intact. Holes may be drilled or cut for clearance of roll bars, supports, shocks, etc. Battery box may be sunk in pickup beds.

Hoods, trunk lids, doors and fenders are required to be in the original stock locations.

Pickup bed must retain stock dimensions, mounting optional.

Pickup bed floor may be replaced with any metal so long as stock thickness is retained.

Tailgates optional

Hoods may be of fiberglass material.

Pickup bed front panels optional.

Safety glass windshields required, side glass optional

Stock grill assemblies are required.

#### **CR48 Hoses**

#### **CR49 Identification**

#### **CR50 Advertising**

#### **CR51 Antennas**

#### **CR52 Workmanship**

### **ADDITIONS AND NOTES**

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# NEW CLASS

## **CLASS 75 STOCK MINI OR MID—SIZED PICKUPS**

### **Definition**

Vehicles known as mini or mid-sized 2 or 4 wheel drive pickups having a maximum wheelbase of 118 inches.

Engine-Vehicle combination(s) must have been series-produced in quantities of at least 5,000 units within a 12 month period and be readily available to the public in the U.S.A.

### **General Regulations**

Entrants in this class shall comply with all applicable General Regulations

### **Competition Regulations**

#### **CR1 Helmets**

#### **CR2 Protective Clothing**

#### **CR3 Eye Protection**

#### **CR4 First Aid Kits**

#### **CR5 Emergency Signaling Devices**

#### **CR6 Horns**

#### **CR7 Reflectors**

#### **CR8 Fire Suppression Equipment**

#### **CR9 Survival Supplies**

### **Suspension Components**

Spindles must be original stock as delivered by the manufacturer.

Front and rear suspension must be of the same manufacture, basic design and concept as originally produced and installed on the chassis to which it is mounted.

All suspension components (except shock absorbers) will remain in the original stock locations and the original stock mounting methods maintained.

All components will be of the original manufacturers design with the exception of the shock absorbers. Parts may be strengthened by adding material.

Springs must remain in stock locations and retain original stock concept (leaf, coil, torsion).

Rates, capacity and number of springs optional.

#### **CR10 Shock Absorbers**

Number of shocks and mounting methods are optional.

Mounting points may be strengthened and design modified.

#### **CR11 Wheels and Tires**

#### **CR12 Fasteners**

### **Steering and Braking Components**

#### **CR13 Steering**

Steering box must remain stock mini-truck of the same manufacturer as the vehicle and remain original in concept and location.

Steering box mounting may be reinforced by adding material.

Steering parts (tie rods, ends, idler arms, pitman arms, relay rods and turning arms) may be specially made provided they are in the stock location and operate in the original manner.

Any manufacturer steering wheel may be used and the position changed a maximum of three (3) inches forward or aft.

#### **CR14 Braking**

**Electrical System****CR15 Ignition****CR16 Batteries****CR17 Lights****CR18 Starters****Fuel System****CR19 Fuel****CR20 Fuel Tanks**

Original stock fuel tank in original location under vehicle must be protected by a full metal skid plate that covers the maximum dimensions of the tank.

Fuel tank location optional.

**CR21 Fuel Filler Lines and Caps****Engines, Transmissions, and Drive Lines****CR22 Engine Displacement**

Engine must be of the same manufacturer basic design and type with a maximum of four (4) cylinders, as the one installed in the vehicle by the manufacturer, or the engine must be listed by the manufacturer/importing distributor as an option for the particular chassis/body series of the vehicle available to the general public in the U.S.A.

Engine predating and updating permitted within the vehicle's chassis/body series if listed as an option by the manufacturer.

Maximum engine displacement is 2400cc with an allowable .020" overbore.

No rotary piston engines are permitted in this class.

Any make of one or two automotive carburetors may be used maintaining a combined total of not more than four (4) venturies.

Items with no restrictions include:

strengthening and balancing

valve train and camshaft

pistons

blueprinting

oil and water cooling systems (no dry sumps)

air cleaners

fuel pumps

Water and vapor injection not allowed unless originally equipped.

**CR23 Engine Replacement****CR24 Transmission**

Any transmission may be used provided it is listed and delivered by the manufacturer or listed as an option for the chassis/body series of the vehicle.

**Differential**

Rear axle assembly must use a standard automotive production housing and third member. Gear ratios, carriers, axles and floating hubs are optional.

No Knock-off hubs.

**CR25 Throttles****CR26 Exhaust****CR27 Drive Shafts****CR28 Flywheel Shields****CR29 Oil Coolers****CR30 Auxillary Equipment****CR31 Superchargers and Turbochargers****Roll Cages****CR32 Roll Cages****Body Restraints****CR33 Safety Harness**



**CR34 Nets**  
**CR35 Seating**

Any manufacture seat may be used but must remain in approximate stock location.

**Vehicle Components - General**

**CR36 Drivers Compartment**

Dash optional.

Pedal assemblies must remain in stock fore and aft locations.

Upholstered panels, headliners and carpets may be removed

**CR37 Doors and Latches**

Doors must operate on stock hinges.

**CR38 Firewalls**

Firewalls must remain stock, complete and in original location.

**CR39 Ballast**

**CR40 Weight**

2500 lbs. minimum.

**CR41 Floorboards**

Floorboards on front engined vehicles may be altered to provide routing of exhaust pipes to rear of vehicle.

**CR42 Hazardous Protrusions - Bumpers**

Stock bumpers Required.

**CR43 Mirrors**

**CR45 Storage**

**CR46 Fenders**

Wheel openings in fender may be enlarged for tire clearance but must maintain their original body lines. Not more than three (3) inches may be removed.

Fenders may be flared two (2) inches but must meet the approval of the Technical Director regarding excessive material removal or flare.

Fender inner panels may be modified and replaced with sheet metal (or aluminum) for tire clearance and additional shock absorber mounting, but must cover the same area as the original inner panel or entire inner fender area to all extremities such as frame, firewall, radiator core, upper fender lines, etc. Inner panels may be cut away a maximum on one (1) inch on either side of each shock absorber that mounts through inner panel. Gauge / - thickness of replacement sheet metal may not be less than original stock.

Fenders must be bolted on. No hinged front ends. Attachment of fenders, inner panels, and radiator to a front hoop is acceptable provided stock external appearance is maintained.

No fiberglass fenders allowed.

**CR47 Chassis and Bodies**

Manufacturers specified year body and chassis and chassis combinations must be retained.

The completed weight of the vehicle must not be less than the manufacturer's shipping weight as listed in the Kelly Blue Book.

**Chassis**

Original wheelbase plus or minus (+ or -) one (1) inch must be maintained. frames may be strengthened by adding material but must retain stock configuration. No removal of materials allowed.

No lengthening of frame.

**Body**

Body must maintain the original shape, size, configuration and appearance.

Mounting location (vertical, horizontal, lateral) and mounting method on frame must remain original stock. Additional mounts or parts for body strengthening may be added.

Hoods, trunk lids, doors and fenders are required to be in original stock locations.

Tailgates optional.

Bolted pickup bed front panels optional.

Pickup bed must remain as originally installed with no modification to or removal of material from bed or rear fender inner panels allowed.

Stock grill assemblies are required.

### CR49 Identification

## CR51 Antennas

## CR52 Workmanship

## This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There is no handwriting or other markings on the paper.



## Jeff MacPherson 1982 Points Leader through Barstow



### CLASS 8 2-WHEEL DRIVE UTILITY VEHICLES

#### DEFINITION

Vehicle built from a two-wheel-drive, passenger type vehicle.

Vehicle must have been series produced in quantities of at least 5,000 units within a 12-month period and available to the general public in the U.S.A.

Vans, rotary piston powered mini pickups, and two-wheel drive utility jeeps are included in this class.

Manufacturers body, engine and chassis combinations must be retained. This rule will include transmissions and rear ends (differential housings and /or third member may be interchanged between ½, ¾ and 1 ton pick-up.)

#### General Regulations

Entrants in this class shall comply with all applicable General Regulations.

This is a stock production class and all components must remain stock except those modifications allowed herein.

#### Competition Regulations

- CR1 Helmets**
- CR2 Protective Clothing**
- CR3 Eye Protection**
- CR4 First Aid Kits**
- CR5 Emergency Signaling Devices**
- CR6 Horns**
- CR7 Reflectors**
- CR8 Fire Suppression Equipment**
- CR9 Survival Supplies**

#### Suspension Components

Suspension parts may be interchanged from a given manufacturer's utility vehicle series provided the parts are readily available to the general public in the U.S.A.

#### CR10 Shock Absorbers

Number of shocks and mountings are optional.

Mounting points may be strengthened and design modified.

Remote mounted shocks not allowed.

#### CR11 Wheels and Tires

#### CR12 Fasteners

## **Steering and Braking Components**

### **CR13 Steering**

Steering box may be strengthened, modified or replaced with one of the same manufacturer.

Steering parts (tie rods, ends, idler arms, pitman arms, relay rods and turning arms) may be specially made provided they are in the stock location and operate in the original manner.

Steering system components must remain in stock location and retain stock concept.

Any manufacture steering wheel may be used and the position changed a maximum of 3" forward or aft.

### **CR14 Braking**

No turning brakes.

## **Electrical System**

### **CR15 Ignition**

### **CR16 Batteries**

### **CR17 Lights**

### **CR18 Starters**

## **Fuel System**

### **CR19 Fuel**

### **CR20 Fuel Tanks**

### **CR21 Fuel Filler Lines and Caps**

## **Engines, Transmissions, and Drive Lines**

### **CR22 Engine Displacement**

Engine must be of the same manufacture, basic design, type and number of cylinders as the one installed in the vehicle by the manufacturer and readily available to the general public in the U.S.A.

Any displacement engine may be used as long as the original block casting remains the same.

Carburetor restricted to a maximum of one (1), four (4) barrel

Items with no restrictions include:

strengthening and balancing

valve train and camshaft

bore and stroke

pistons and rods

blueprinting

oil and water cooling systems (no dry sumps)

air cleaners

fuel pumps

Water and vapor injection not allowed unless originally equipped.

### **CR23 Engine Replacement**

### **CR24 Transmission**

Open

## **Differentials**

Gear ratios, anti-slip, floating axles, and knock-off hubs optional.

May use ½, ¾ or 1 ton differential housing, but must be of same manufacture as competition vehicle. Axle tubes may be replaced.

### **CR25 Throttles**

### **CR26 Exhaust**

### **CR27 Drive Shafts**

### **CR28 Flywheel Shields**

### **CR29 Oil Coolers**

### **CR30 Auxiliary Equipment**

### **CR31 Superchargers and Turbochargers**



**Roll Cages**  
**CR32 Roll Cages**

**Body Restraints**  
**CR33 Safety Harness**  
**CR34 Nets**  
**CR35 Steering**

**Vehicle Components - General**

**CR36 Driver's Compartment**

Dash optional.

Pedal assemblies must remain in stock fore and aft locations.

Upholstered panels, headliners and carpets may be removed.

**CR37 Doors and Latches**

Doors must operate on stock hinges. Also see CR34 for additional information.

**CR38 Firewalls**

Firewalls must remain stock, complete and in original location.

**CR39 Ballast**

**CR40 Weight**

Kelly Blue Book shipping weight plus 200 pounds for safety equipment.

**CR41 Floorboards**

Floorboards on front engined vehicles may be altered to provide routing of exhaust pipes to rear of vehicle. Must retain original thickness and type of material.

**CR42 Hazardous Protrusions - Bumpers**

Safe front and rear bumpers required.

**CR43 Mirrors**

**CR45 Storage**

**CR46 Fenders**

Wheel openings in fenders may be enlarged for tire clearance but must maintain their original body lines. Not more than 3" may be removed.

Fenders may be flared 2" but must meet the approval of the Technical Director regarding excessive material removal or flare.

Front fender inner panels may be modified and replaced with sheet metal (or aluminum) for tire clearance and additional shock absorber mounting, but must cover the same area as the original inner panel or entire inner fender area to all extremities such as frame, firewall, radiator core, upper fender lines, etc. Inner panels may be cut away a maximum of one (1) inch on either side of each shock absorber that mounts through inner panel. Gauge/thickness of replacement sheet metal may not be less than original stock.

Fenders must be bolted on. No hinged front ends. Attachment of fenders, inner panels, and radiator to a front hoop is acceptable provided stock external appearance is maintained.

Body and fender material may not be substituted with the exception of front inner fender panels hood, fenders, (rear fenders on stripped beds only) and pick-up bed deck.

**CR47 Chassis and Bodies**

**Chassis**

Original wheelbase must be maintained. Frames may be strengthened by adding material but must retain stock configuration, no removal of materials allowed. No lengthening of frame.

**Body**

Body must maintain the original shape, size, configuration and appearance.

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## **Steve Sourapas 1982 Points Leader through Barstow**



### **CLASS 9 VW ENGINED SINGLE-SEAT VEHICLES DISPLACING 1200cc AND UNDER**

#### **Definition**

A class for any single seated body / chassis style of four (4) wheel vehicle with a engine based on the standard model Volkswagen (VW) 1200 series, Type 1, U.S. Model sedan components, commonly referred to as 36h.p. and/or 40h.p. produced up to August 14, 1965.

#### **General Regulations**

Entrants in this class shall comply with all applicable General Regulations.

#### **Competition Regulations**

- CR1 Helmets**
- CR2 Protective Clothing**
- CR3 Eye Protection**
- CR4 First Aid Kits**
- CR5 Emergency Signaling Devices**
- CR6 Horns**
- CR7 Reflectors**
- CR8 Fire Suppression Equipment**
- CR9 Survival Supplies**

#### **Suspension Components**

- CR10 Shock Absorbers**
- CR11 Wheels and Tires**
- CR12 Fasteners**

#### **Steering and Braking Components**

- CR13 Steering**
- CR14 Braking**

#### **Electrical System**

##### **CR15 Ignition**

Full conversion to a 12-volt electrical system of any origin and/or manufacturer is allowed. The generator or alternator must be used in the stock location and may not be gutted.

The use of a distributor / coil ignition system is mandatory. Distributors and coils of any origin and/or manufacturer are allowed. Magnetos are specifi-



cally banned.

**CR16 Batteries**

**CR17 Lights**

**CR18 Starters**

### **Fuel System**

**CR19 Fuel**

**CR20 Fuel Tanks**

**CR21 Fuel Filler Lines and Caps**

### **Engines, Transmissions, Drivelines**

Any part(s) or modifications to parts not mentioned in the following rules shall remain totally stock or its factory listed replacement. In case of question of legality the modification will be considered legal if there is no horsepower advantage and illegal if a power increase can be ascertained.

The maximum allowable engine displacement is 1200cc and the engine must retain the stock bore of 77mm and stock stroke of 64mm. Any engine part(s) listed by the manufacturer (VW) as a current superseding or replacement part for the standard 1200cc series Type 1, U.S. Model sedan and interchangeable with original part(s) may be used. All VW casting, part and/or identification marks and/or numbers, on all parts that they originally appeared upon, shall remain clearly visible.

The balancing of any or all moving parts within the engine is allowed. Any grinding of rods for balancing may be performed only on the ends.

Any case is allowed. The following modifications may be made to the 1200cc case: (a) the case may be align-bored; (b) the case may be machined for cam bearings; (c) the case may be drilled and tapped for oil pressure and/or temperature sending unit(s); (d) the case may be machined to allow the installation of a crank pulley seal; (e) case-savers may be installed for cylinder head studs; (f) the case may be machined to allow clearance of lifters used in conjunction with a high-lift cam; (g) the cylinder seating surfaces may be machined; (h) early case oil galleries may be enlarged, but only up to the dimensions of the new replacement cases; and (i) the use of any oil by-pass piston(s) and spring(s) is allowed.

The crankshaft must be of stock VW configuration from 12cc engines herein defined. Allowable crankshaft modifications are as follows: (a) crankshaft may be modified to accept eight (8) dowell pins; (b) crankshaft may be shot-penned; (c) crankshaft may be cross-drilled and oil-grooved; (d) the use of any gland nut and washer is allowed; (e) grinding, welding or hard chroming not to exceed stock journal size. (The use of roller-bearing crankshafts, counterweights or similar devices is specifically banned.)

Connecting rods must be stock VW from 1200cc engines as herein defined. The connecting rods may be shot-peened with no other modifications allowed, except any rod bolt may be used.

The lifters may be of any origin and/or manufacturer, but must be of stock type only.

The cylinders may be of any origin and/or manufacturer, but must be of stock type and dimension. The pistons may be of any origin or manufacturer, but must be a flat top type. No fly-cut or valve release is allowed. Piston rings and piston pins of any origin and/or the manufacturer are allowed. No cylinder spacers are allowed.

The rocker-arm assembly may either be the stock VW 1200cc 1.0:1 ratio non-ribbed or the stock ribbed 1500cc assembly VW part No. 311 10944313.

Any shaft may be used which will allow the use of the standard stock VW rocker arm(s). The rocker arm may be resurfaced to permit the use of swivel feet) or similar devices. No other grinding or changes to the rocker arm(s) are permitted. No roller or needle bearings will be allowed either as part of the shaft or as an interface between the rocker arm(s) and the shaft. Space washers approved.



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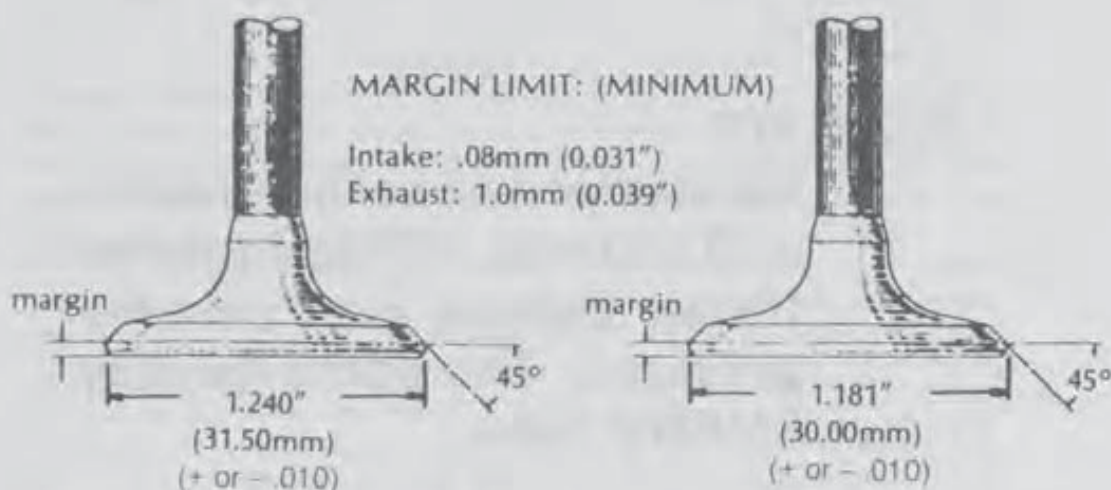
**DEALERS WANTED**



Pushrods and pushrod tubes may be of any origin and/or manufacturer. The camshaft and camshaft gear may be of any origin and/or manufacturer. (The use of roller-bearings is specifically banned.)

The bearings must be a plain type which may or may not be steel-backed and may be of any origin and/or manufacture. (The use of roller-bearings is specifically banned.)

Heads must be from 1200cc engines as herein defined. The compression ratio may be raised by the machining of the head surface(s). Valves must be stock or stock equivalent, and retain the stock profiles. The valve face may be reground. The maximum outside diameter of the intake valve shall be 31.50mm (1.240") (+ or - .010); the maximum outside diameter of the exhaust valve shall be 30.00mm (+ or - .010) (1.18"). The replacement valve(s) may be machined to achieve this dimension; however, close attention will be paid to the final profile to the valve(s) to assure that no competitive advantage will result, as defined by the promoter. The profile of the valve shall not be altered from that of the original equipment valve. A sketch of the profile (not to scale) is pictured below showing some critical areas that will be considered by SCORE Technical Personnel. Valve keepers, stem seals, spring retainers, and springs may be of any origin and manufacture. Ports may be matched to 1/4" deep from the mating surfaces. Valve covers may be of any origin and/or manufacture and may be vented. Rocker-arm "insert" kits may be used to replace rocker-arm studs. No combustion chamber alterations allowed. (The porting and/or polishing of cylinder heads, especially intake and/or exhaust ports, is specifically banned.)



The flywheel may be of any origin and/or any manufacturer and may be lightened. The clutch may be of any origin and/or manufacture.

The intake manifold must be from the VW 1200cc engines herein defined. The only allowable modifications are as follows: (a) the matching of the manifold to the carburetor to 1/4 inch into manifold is allowed; (b) the matching of the manifold to the cylinder head to 1/4 inch is allowed; (c) the cutting of the manifold and rewelding to compensate for head milling will not be allowed as 2/19/79. Those manifolds which have been cut and rewelded must be cut again, and assembled by use of rubber hose and clamps, or by some other suitable method so that the interior of the manifold can be inspected during post-race Technical Inspection; (d) the heat riser may be removed or plugged; (e) the manifold upright tube may be bent slightly to allow clearance between the carburetor and the generator or alternator and (f) the manifold (carburetor) may be mounted on either side of the engine; (g) chemical milling is specifically banned.

Engine carburetor must be single Solex as supplied as original equipment



on the 1200cc engine herein defined, of either the 28PCI, 28PICT or the 28PICT-1 and 28PICT-2 and no others, maintaining a maximum venturi size of 22.50mm. Any jet may be used, and the choke plate and shaft may be removed and the holes plugged. No grinding, polishing, filing, or removing of parts in the carburetor. The stock float bowl vent may be incorporated. Any air cleaner or combinations of air cleaners may be used. No adapters and/or spacers of any variety are allowed between the head intake and the intake manifold or between the carburetor and the intake manifold. Velocity stacks may be used providing they are not welded or bonded to the carburetor.

Any combination of crankshaft and generator or alternator pulley is allowed. The crankshaft pulley may be machined to accept crankshaft pulley seal. The fan belt may be of any origin and/or manufacture.

The use of any standard type oil pump, mounted and used in the stock location and driven off the cam is allowed. (Dry sump oil systems are specifically banned.)

The standard VW oil cooler may be removed. The use of any external oil cooler and/or filter is allowed.

Any cooling fan and shroud may be used. The cooling fan must be in operation. The generator or alternator may not be gutted. (Ducting from the fan and/or shroud providing air to the carburetor is specifically banned. Superchargers, turbochargers ram-air or any similar device(s) are also banned.)

The stock fuel pump may be removed, and the use of any type fuel pump, mounted in any location, is allowed. (The mounting of a fuel pump must be in accordance with any applicable general or specific safety regulations.)

The use of any exhaust system that meets the applicable general or specific safety regulation is allowed.

Engine displacement (i.e. "cc") check and the measurement of the carburetor venturi size (i.e. "mm"), intake manifold and rocker-arm assembly checks may be accomplished in the race impound area as deep within the class as is required to establish the awards schedule. Other items in question may be checked by the race promoter, or his designated representative (i.e. tech inspector) at their discretion or due to the lodging of an official class protest by a class competitor. Such a protest must be filed in accordance with the promoters' protest procedures.

#### **CR23 Engine Replacement**

#### **CR24 Transmissions**

Any transmission may be used.

#### **CR25 Throttles**

#### **CR29 Oil Coolers**

#### **CR30 Auxiliary Equipment**

#### **CR31 Superchargers and Turbochargers**

#### **CR32 Roll cages**

#### **CR33 Safety Harness**

#### **CR34 Nets**

#### **CR35 Seating**

### **Vehicle Components - General**

#### **CR36 Driver's Compartment**

#### **CR37 Doors and Latches**

#### **CR38 Firewalls**

#### **CR39 Ballast**

#### **CR41 Floorboards**

#### **CR42 Hazardous Protusions - Bumpers**

#### **CR43 Mirrors**

#### **CR44 Skid Plates**

#### **CR45 Storage**

#### **CR46 Fenders**



## CR52 Workmanship

## ADDITIONS AND NOTES

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**CLASS 10 SINGLE & TWO-SEAT 4-WHEEL VEHICLES  
DISPLACING 1650cc AND UNDER**

**Definition**

Single (1) and two (2) seated vehicles having an engine which displaces no more than 1650cc (100.7c.i.) raced with a driver (for single seaters) or driver and co-driver (for two-seaters) in the vehicle at all times during competition with the following restrictions:

**General Regulations**

Entrants in this class shall comply with all applicable General Regulations.

**Competition Regulations**

- CR1 Helmets**
- CR2 Protective Clothing**
- CR3 Eye Protection**
- CR4 First Aid Kits**
- CR5 Emergency Signaling Devices**
- CR6 Horns**
- CR7 Reflectors**
- CR8 Fire Suppression Equipment**
- CR9 Survival Supplies**

**Suspension Components**

- CR10 Shock Absorbers**
- CR11 Wheels and Tires**
- CR12 Fasteners**

**Steering and Braking Components**

- CR13 Steering**
- CR14 Braking**

**Electrical System**

- CR15 Ignition**
- CR16 Batteries**
- CR17 Lights**
- CR18 Starters**

## **Fuel System**

### **CR19 Fuel**

### **CR20 Fuel Tanks**

### **CR21 Fuel Filler Lines and Caps**

## **Engines, Transmissions, Drivelines**

### **CR22 Engine Displacement**

Any engine may be used providing:

1. It has been series produced in quantities of 5000 units or more.
2. Must not have displaced more than 2000cc (122c.i.) in the stock form.
3. It retains a maximum of two (2) valves per cylinder.
4. Must not displace more than 1650cc (100.7c.i.).

Any make of one (1) for single seat or two (2) for two seat, carburetors may be used providing:

1. It retains a maximum of two (2) venturis per carburetor
2. Maximum allowable carburetor size one (1) for single seat or two (2) for two seat with a maximum venturi size of 42mm per throat.
3. Carburetors must be of the automotive production type.
4. It has no modifications in the venturi or throttle blade area.

Rotary-piston engines are not permitted in this class.

### **CR23 Engine Replacement**

### **CR24 Transmissions**

### **CR25 Throttles**

### **CR26 Exhaust**

### **CR27 Drive Shafts**

### **CR28 Flywheel Shields**

### **CR29 Oil Coolers**

### **CR30 Auxiliary Equipment**

### **CR31 Superchargers and Turbochargers**

## **Roll Cages**

### **CR32 Roll Cages**

## **Body Restraints**

### **CR33 Safety Harness**

### **CR34 Nets**

### **CR35 Seating**

## **Vehicle Components - General**

### **CR36 Driver's Compartment**

### **CR37 Doors and Latches**

### **CR38 Firewalls**

### **CR39 Ballast**

### **CR40 Weight**

1300 lbs. minimum.

### **CR41 Hazardous Protrusions - Bumpers**

### **CR43 Mirrors**

### **CR44 Skid Plates**

### **CR45 Storage**

### **CR46 Fenders**

### **CR47 Chassis and Bodies**

### **CR48 Hoses**

### **CR49 Identification Markings**

### **CR50 Advertising on Vehicles**

### **CR51 Antennas**

### **CR52 Workmanship**



## Guillermo Rodriguez 1982 Points Leader through Barstow



### CLASS 11 STOCK VW SEDAN

#### Definition

A class for stock VW sedans as delivered in the U.S.A. Any questions concerning chassis combinations will be decided by referring to VW factory parts manuals and/or VW of American booklet "Without Guess Work." Allowable modifications to parts not mentioned shall remain factory stock. No interchanging parts from year to year.

#### General Regulations

Entrants in this class shall comply with all applicable General Regulations.

#### Competition Regulations

- CR1 Helmets**
- CR2 Protective Clothing**
- CR3 Eye Protection**
- CR4 First Aid Kits**
- CR5 Emergency Signaling Devices**
- CR6 Horns**
- CR7 Reflectors**
- CR8 Fire Suppression Equipment**
- CR9 Survival Supplies**

#### Suspension Components

Front axle torsion tube centers may be cut, rotated and rewelded to increase ground clearance.

Sway bars may be removed.

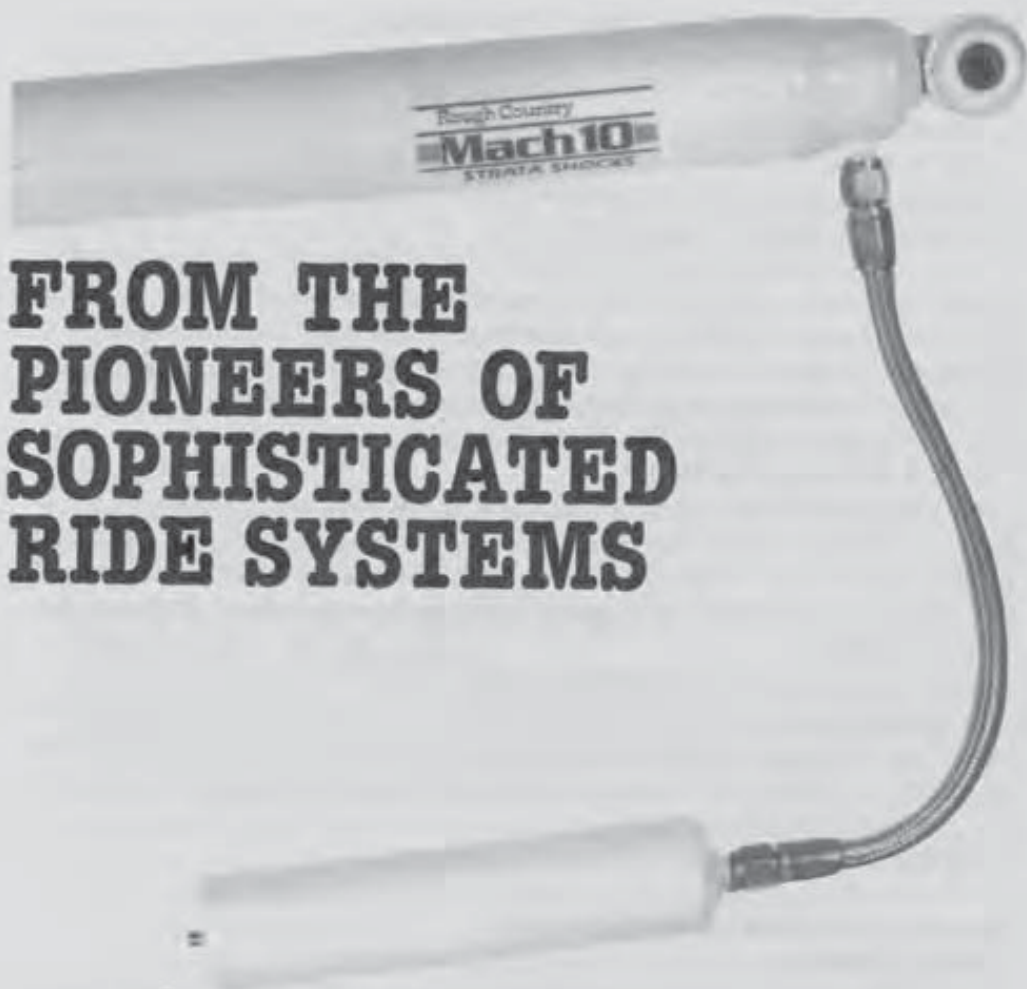
Original seams may be rewelded (not reinforced), no front axles. No additional material may be added. Filling of speedometer hole is permitted.

Front snubbers and lower axle support may be of any manufacture, but must retain stock dimension and mounting methods. Limiters may be added to ball joint ends.

Rear suspension torsion bars of any origin may be used. Rear spring plates—any spring plate may be used.

Torsion bar rubbers may be any manufacture but must retain stock dimensions.

Rear torsion bars may be additionally supported only by the attachment of



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a terminal end (support member) of the roll cage.

#### **CR10 Shock Absorbers**

Only one shock absorber per wheel allowed.

Stock shock mounts must be utilized.

Shock mounting bolts may be changed to a maximum of 1/2" in diameter.

Any manufacture shock allowed with 2.4" maximum outside diameter.

Cooling fins and/or reservoir allowed.

Rear shock towers may be rewelded (not reinforced) and may be additionally supported only by the attachment of the terminal end of the roll cage rear down braces. Longitudinal support bars (rear down braces) may attach directly to the rear shock towers, but transverse bars may not be attached directly to the towers. Lower rear shock mounts on 1969 and later models may be shortened by no more than 1 1/2 inches.

#### **CR11 Wheels and Tires**

Wheels on 1967 and earlier cars any stock VW Type 1 cars 4" x 15" standard offset 5 hole rims may be used. On '68 or later cars any stock VW Type 1 cars 4" x 15" hole rim with standard offset may be used. Hub caps and hub cap clips may be removed. Centers may be rewelded. Safety heads may be added.

Bolted hubs may be replaced with studded hubs.

Any pneumatic tire make or size allowed up to 31" in height and 10" maximum sidewall width as mounted and inflated on a stock VW wheel utilizing 18 pounds of air. Spare tire mandatory and may be mounted any place within body shell or trunk.

#### **CR12 Fasteners**

### **Steering and Braking Components**

#### **CR13 Steering**

Any manufacture steering wheel may be used. Steering box must remain stock, but shims may be used between pitman arm and box. Steering components such as ball joints, steering arms, and tie rods must remain stock.

#### **CR14 Braking**

Original stock VW Type 1 drum brakes only on all wheels. Front and rear drums may not be interchanged. Any combination of VW master cylinder and wheel cylinders allowed. Any manufacture brake lining allowed as long as stock dimensions are maintained. Emergency brake optional but if removed the resulting opening must be covered.

### **Electrical System**

#### **CR15 Ignition**

Battery ignition only. No magnetos. Six or twelve volt system may be used regardless of year model. Any manufacture distributor may be used. Any VW type alternator or generator system in stock location may be utilized. Also check CR30 for additional information.

#### **CR16 Batteries**

Battery may be relocated.

#### **CR17 Lights**

Additional lighting permitted. Headlights optional for short course only.

Stock headlights may be replaced with any brand so long as original mounting position is used.

Pre-'67 model headlight lenses may be removed.

Tail and stoplights must remain functional, turn indicators front and rear optional.

Backup lighting may not be directed toward engine compartment or function in any gear but reverse.

#### **CR18 Starters**

### **Fuel System**

#### **CR19 Fuel**



Class is restricted to automotive pump gasoline plus any gasoline additive, but only in amounts recommended by the manufacturer.

### **CR20 Fuel Tanks**

Must be stock tank or fuel cell in stock location and have original stock capacity.

A minimum of two (2) additional tank hold down straps must be installed to support stock fuel tank in the event of an upset. Straps may be rubber mounted steel or nylon webbing.

Any type fuel shut-off valve allowed.

Stock fuel pump must be utilized.

### **CR21 Fuel Filler Lines and Caps**

Fuel fillers may penetrate and extend through hood, but must have a drain/catch boot or grommet system to prevent fuel spillage in front compartment.

Fuel cell filler may be located in center of tank and have a maximum diameter of 2 1/4" I.D. neck.

## **Engines, Transmissions and Drivelines**

### **CR22 Engine Displacement**

Engine must utilize VW series Type 1, 1600cc, U.S. model sedan components and dimensions. The maximum allowable engine displacement is 1600cc. Any manufacture engine bearing allowed as long as stock dimensions are maintained. Any VW Type 1, 2 or 3 or "universal" case is allowed. The following modifications may be made to the stock case.

- (A) The case may be align-bored and machined for cam bearing.
- (B) The case may be drilled and tapped for oil pressure and/or temperature sending units.
- (C) The case may be machined to allow the installation of a crank pulley seal.
- (D) Case savers may be installed for cylinder head studs.
- (E) Cylinder seating surface may be machined.
- (F) Early case oil galleries (8mm) may be enlarged to the dimensions of the universal case (10mm).
- (G) Threaded oil gallery plugs allowed.

Any camshaft, camshaft gear and/or crankshaft gear, valve spring retainers, valve springs, and lifters allowed. However, valve spring seat diameter, in the head, must be stock. Any manufacture oil pump. No deep sumps, dry sumps or sump alterations. Windage trays allowed. The use of any oil by-pass pistons and springs is allowed. Pistons must be stock 3 ring only. Pistons and cylinders may be any manufacture as long as original stock dimensions and balanced weight are maintained. Any type wrist pin retainers. Piston assemblies may be statically balanced to the equivalent weight in grams of the lightest original non-balanced piston, wrist pin, etc. Flywheel, clutch and pressure plate, crankshaft, pulley, connecting rods and piston assemblies may be balanced. Balancing limitations specified under individual items.

Crankshaft must be stock VW. Power pulleys and sand seals allowed. Crankshaft to .030" under size allowed. No polishing or lightening. Any VW flywheel may be balanced and lightened. Any manufacture clutch disc or pressure plate allowed but must retain original stock diameter. No aluminum flywheel allowed. May be eight dowell pinned and any gland nut and washer. Connecting rods may be statically balanced, but not polished or profiled. Balanced weight of the connecting rods in grams should be equivalent to the lightest original non-balanced stock rod. Heads must be single port or the Brasil manufactured head with the VW insignia and a part #040-101-373. Heads may be flycut for clean up. Combustion chamber volume open. No porting or polishing allowed. Valves must be stock, 45 degrees. One piece valve allowed. No profiling or polishing of valves allowed. Valve guides may be steel, bronze or cast iron, valve guide seals allowed. No grinding or polishing in the port including valve guides. Any shaft may be used which will



allow the use of the standard stock VW rocker arm(s). The rocker arm(s) may be resurfaced to permit the use of (swivel feet) or similar devices. No other grinding or changes to the rocker arm(s) are permitted. No roller or needle bearings will be allowed either as part of the shaft or as an interface between the rocker arm(s) and the shaft. Push rods and push rod tubes may be of any origin and/or manufacture. Rocker arm valve adjustment screws and wave washers may be of any manufacture and clips may be tie wired. Rocker assemblies subject to post race examination. Valve covers may be of any manufacturer. Air cleaner may be of any manufacturer, location optional. Velocity stacks may be used providing they are not welded or bonded to the carburetor. The following stock VW carburetors (30 PICT 1, 2 and 3) must be used. Maximum venturi size of carburetor is 24.10mm. No internal modifications in the carburetor venturi or throttle blade area are allowed. This includes no removing of parts, no grinding, polishing, or filling. Intake manifolds must be stock. However, cutting of the manifold to compensate for head milling is allowed; re-welding will not be allowed. Those manifolds which have been cut and re-welded must be cut again, and assembled by use of rubber hose and clamps, or by some other suitable method so that the interior of the manifold can be inspected during post race Technical Inspection. No chemical milling of manifold or carb. Automatic choke housing may be removed. Choke plate and shaft may be removed and the holes plugged. Electric needle valve optional. The stock float bowl vent may be moved and/or plugged. An external float bowl vent may be incorporated. Any air and main jet. Fuel filters and fuel pressure regulators of any type are allowed. Any combination of stock fuel pump or electric pump may be used. Heater tubes optional. Aftermarket fan shrouds allowed.

#### **CR23 Engine Replacement**

#### **CR24 Transmission**

Type 1 Bug, 4-speed transaxles only. Heavy duty side plate and differential allowed. 8:33 ring and pinion and drive gears must be retained (no close ratio).

No axle overtubes allowed.

Other internal modifications optional.

Rear transaxle mounts may be supported by a maximum of two (2) vertical straps of 1/4" x 1" dimension. Adjustable straps optional. Shift levers must remain stock, but may use factory optional lengthening kit.

#### **CR25 Throttles**

Stock pedals with no modifications must be utilized.

#### **CR26 Exhaust**

Stock replacement exhaust system mandatory. Heater boxes and tailpipe lips may be removed. Tailpipe tips may be relocated to clear skid plate.

#### **CR29 Oil Coolers**

Any manufacture oil cooler and filter allowed. Location optional.

Full flow system allowed. No deep sumps or dry sumps. Late Model housing is approved.

#### **CR30 Auxiliary Equipment**

#### **CR32 Roll Cages**

The purpose of the roll cage is to comply with CR32 and to strengthen the vehicle. With this in mind there are no restrictions as to terminal points of the roll cage. However, safety standards as outlined in CR32 must be strictly adhered to.

#### **Body Restraints**

#### **CR33 Safety Harness**

#### **CR34 Nets**

#### **CR35 Seating**

Any manufacture seats allowed, but seating must remain in approximate stock location. If stock seat mounts are used, they must be reinforced using at least two U-Bolts per seat runner.

# TIRED OF RUNNING SECOND?

Call SCAT's new racer's "HOTLINE"  
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## **Vehicle Components - General**

### **CR36 Driver's Compartment**

Rear seat, upholstered panels, headliner and carpets may be removed.

Pedals must remain in stock fore and aft location.

Dash may be covered with sheet metal to facilitate the installation of additional engine instrumentation.

### **CR37 Doors and Latches**

Doors must remain functional, in original stock location or original hinges with a workable latch. Secondary positive latching devices mandatory.

### **CR38 Firewalls**

### **CR39 Ballast**

### **CR41 Floorboards**

Serial number required on floor pan. No alterations to floor pan allowed. Original seams may be rewelded. Undercoating may be removed.

1965 or earlier model cars belly pans may be interchanged. 1966-68 belly pans may be interchanged. 1969 or later may be interchanged. Must maintain original suspension type.

### **CR42 Hazardous Protrusions - Bumpers**

Original stock bumpers and over-riders must be retained. Stock VW bumper stiffners allowed. Brush guards may be added to stock bumpers.

### **CR43 Mirrors**

### **CR44 Skid Plates**

Any type front or rear skid plate may be used. Front skid plate may be attached to lower torsion bar tube with a maximum of two (2)  $\frac{3}{8}$ " U-bolts or two (2) "U" clamps with a maximum width of  $1\frac{1}{2}$ " attached to the skid plate may be extended forward and upward to but not above the top of the front bumper.

### **CR45 Storage**

### **CR46 Fenders**

Fender lips on the underside may be flattened to prevent cutting of tires. A rod of  $\frac{1}{4}$ " maximum diameter may be welded under the outside edge for additional strengthening.

### **CR47 Chassis and Body Components**

Must retain full stock chassis and body with no modification allowed.

Body must be VW Type 1 Bug or suntop Bug. No convertibles, Ghias, 181's (Things), Variants or Super Beetles.

Running boards may be removed.

Front and rear hood latches may be modified or replaced. Hinges must remain stock.

Front, rear and side glass mandatory.

Chrome strips, outside mirrors, antennas may be removed. Also see CR41 for more information.

### **CR48 Hoses**

### **CR49 Identification Markings**

### **CR50 Advertising on Vehicles**

### **CR51 Antennas**

### **CR52 Workmanship**

## **ADDITIONS AND NOTES**

## **Don Tobias 1982 Cl. 4 Points Leader through Barstow**



### **CLASS 14 UNLIMITED 4-WHEEL DRIVE VEHICLES**

#### **Definition**

A 4-wheel drive vehicle capable of being driven through four wheels.

#### **General Regulations**

Entrants in this class shall comply with all applicable General Regulations.

#### **Competition Regulations**

- CR1 Helmets**
- CR2 Protective Clothing**
- CR3 Eye Protection**
- CR4 First Aid Kits**
- CR5 Emergency Signaling Devices**
- CR6 Horns**
- CR7 Reflectors**
- CR8 Fire Suppression Equipment**
- CR9 Survival Supplies**

#### **Suspension Components**

- CR10 Shock Absorbers**
- CR11 Wheels and Tires**
- CR12 Fasteners**

#### **Steering and Braking Components**

- CR13 Steering**
- CR14 Braking**

#### **Electrical System**

- CR15 Ignition**
- CR16 Batteries**
- CR17 Lights**
- CR18 Starters**

#### **Fuel System**

- CR19 Fuel**
- CR20 Fuel Tanks**
- CR21 Fuel Filler Lines and Caps**



## **Engines, Transmissions and Drivelines**

No engine, transmission or driveline limitations unless otherwise specified in Competition Regulations.

### **CR23 Engine Replacement**

### **CR24 Transmissions**

### **CR25 Throttles**

### **CR26 Exhaust**

### **CR27 Drive Shafts**

### **CR28 Flywheel Shields**

### **CR29 Oil Coolers**

### **CR30 Auxiliary Equipment**

### **CR31 Superchargers and Turbochargers**

## **Roll Cages**

### **CR32 Roll Cages**

## **Body Restraints**

### **CR33 Safety Harness**

### **CR34 Nets**

### **CR35 Seating**

## **Vehicle Components - General**

### **CR36 Driver's Compartment**

### **CR37 Doors and Latches**

### **CR38 Firewalls**

### **CR39 Ballast**

### **CR40 Weight**

### **CR41 Floorboards**

### **CR42 Hazardous Protrusions - Bumpers**

### **CR43 Mirrors**

### **CR44 Skid Plates**

### **CR45 Storage**

### **CR46 Fenders**

### **CR47 Chassis and Bodies**

### **CR48 Hoses**

### **CR49 Identification Markings**

### **CR50 Advertising on Vehicles**

### **CR51 Antennas**

### **CR52 Workmanship**

## **ADDITIONS AND NOTES**

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**RULE #1:  
RUN PLUGS  
YOU CAN  
COUNT  
ON.**



## **Kurt Pfeiffer 1982 Points Leader through Barstow**



### **CLASS 20 0cc TO 125cc DISPLACEMENT MOTORCYCLES**

#### **Definition**

A class for motorcycles with engines displacing from 0cc to 125cc.

#### **General Regulations**

Entrants in this class shall comply with all applicable General Regulations.

#### **Competition Regulations**

##### **CR1 Helmets**

##### **CR2 Protective Clothing**

##### **CR3 Eye Protection**

##### **CR4 First Aid Kits**

A suitable, weatherproof, emergency kit composed of individually packaged (5 unit minimum) supplies must be carried by each rider.

Each five-unit kit must contain at least the following items:

- (1) Four-inch bandage compress
- (8) 2" x 3" adhesive pads
- 8cc Merthiolate
- (1) Eye dressing packet
- (16) 1" x 3 3/8" bandages

##### **CR7 Reflectors**

##### **CR9 Survival Supplies**

#### **Suspension Components**

##### **CR11 Wheels and Tires**

Spokes must be safety tied: nylon tie wraps or safety wire acceptable.

##### **CR12 Fasteners**

##### **CR13 Steering**

##### **CR14 Brakes**

##### **CR15 Ignition**

##### **CR17 Lights**

##### **CR19 Fuel**

#### **Engines, Transmissions, and Drivelines**

##### **CR22 Engine Displacement**

##### **CR23 Engine Replacement**

##### **CR26 Exhaust**

## **Vehicle Components - General**

### **CR46 Fenders**

### **CR47 Chassis and Bodies**

All (frame) chassis components including steering head, triple tree and swing arm must be free of defects. Bearings must be tight.

### **CR48 Hoses**

### **CR49 Identification**

### **CR50 Advertising on Vehicles**

### **CR52 Workmanship**

## **Kent Pfeiffer 1982 Points Leader through Barstow**



## **CLASS 21 126cc TO 250cc DISPLACEMENT MOTORCYCLES**

### **Definition**

A class for motorcycles with engines displacing from 126cc to 250cc.

### **General Regulations**

Entrants in this class shall comply with all applicable General Regulations.

### **Competition Regulations**

#### **CR1 Helmets**

#### **CR2 Protective Clothing**

#### **CR3 Eye Protection**

#### **CR4 First Aid Kits**

A suitable, weatherproof, emergency kit composed of individually packaged (5 unit minimum) supplies must be carried by each rider.

Each five-unit kit must contain at least the following items:

- (1) Four-inch bandage compress
- (8) 2" x 3" adhesive pads
- 8cc Merthiolate
- (1) Eye dressing packet
- (16) 1" x 3 3/8" bandages

#### **CR7 Reflectors**

#### **CR9 Survival Supplies**

### **Suspension Components**

#### **CR11 Wheels and Tires**

Spokes must be safety tied; nylon tie wraps or safety wire acceptable.

#### **CR12 Fasteners**

#### **CR13 Steering**

#### **CR14 Brakes**



**CR15 Ignition**  
**CR17 Lights**

**Fuel System**  
**CR19 Fuel**

**Engines, Transmissions, and Drivelines**  
**CR22 Engine Displacement**  
**CR23 Engine Replacement**  
**CR26 Exhaust**

**Vehicle Components - General**

**CR46 Fenders**  
**CR47 Chassis & Bodies**

All (frame) chassis components including steering head, triple tree and swing arm must be free of defects. Bearings must be tight.

**CR48 Hoses**  
**CR49 Identification**  
**CR50 Advertising on Vehicles**  
**CR52 Workmanship**

**Bob Ballentine 1982 Points Leader through Barstow**



**CLASS 22 251cc TO UNLIMITED DISPLACEMENT MOTORCYCLES**

**Definition**

A Class for motorcycles with engines displacing from 251cc to unlimited cc.

**General Regulations**

Entrants in this class shall comply with all applicable General Regulations.

**Competition Regulations**

**CR1 Helmets**  
**CR2 Protective Clothing**  
**CR3 Eye Protection**  
**CR4 First Aid Kits**

A suitable, weatherproof, emergency kit composed of individually packaged (5 unit minimum) supplies must be carried by each rider.

Each five-unit kit must contain at least the following items:

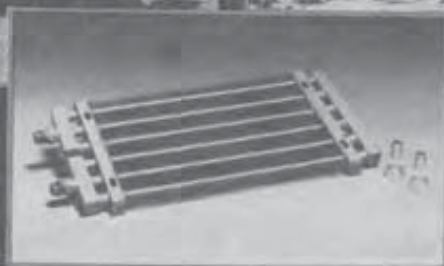
# RAPID COOL QUIZ

## Question

Why were 6 out of 10 vehicles\* entered in the 1982 Mint 400 and Baja 500 Off-Road Desert Race in all classes equipped with Rapid Cool oil coolers?

## Answer

- ☐ Superior performance — cools oil better for longer engine and transmission life.
- ☐ Superior durability — will not leak and leave you stranded in the desert or on the road.
- ☐ Superior engineering and construction — lets you drive with confidence.
- ☒ All of the above.



Join these winners of the Mint 400 and insist on Rapid Cool. The asked for oil cooler.



Class	Place	Driver	Vehicle
1	1st	Jack Johnson	Hi-Jumper RSIII
2	1st	Jim Temple	Funco
3	2nd	Marshall Mahr	Jeep
5	1st	Malcolm Vinje	VW
6	2nd	Larry Schwacofer	Chevy
9	1st	Jack Irvine	Chenoweth 1000
10	1st	Ron Stephenson	Hi-Jumper

\* 415 vehicles entered in the 1982 Mint 400 were equipped with oil coolers, 244 were equipped with Rapid Cool.

Besides a wide selection of engine and transmission oil coolers, we also offer fan clutches, electric and flex fans and transmission oil filters.

Race after race. Win after win. More people ask for Rapid Cool fuel savings/cooling products. Available at better hi-performance dealers everywhere.

Send \$3 today for product catalog and decal.



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- (1) Four-inch bandage compress
- (8) 2" x 3" adhesive pads
- 8cc Merthiolate
- (1) Eye dressing packet
- (16) 1" x 3 3/8" bandages

#### **CR7 Reflectors**

#### **CR9 Survival Supplies**

#### **Suspension Components**

##### **CR11 Wheels and Tires**

Spokes must be safety tied: nylon tie wraps or safety wire acceptable.

##### **CR12 Fasteners**

##### **CR13 Steering**

##### **CR14 Brakes**

##### **CR15 Ignition**

##### **CR17 Lights**

#### **Fuel System**

##### **CR19 Fuel**

#### **Engines, Transmissions, and Drivelines**

##### **CR22 Engine Displacement**

##### **CR23 Engine Replacement**

#### **Vehicle Components - General**

##### **CR46 Fenders**

##### **CR47 Chassis & Bodies**

All (frame) chassis components including steering head, triple tree and swing arm must be free of defects. Bearings must be tight.

##### **CR48 Hoses**

##### **CR49 Identification**

##### **CR50 Advertising on Vehicles**

##### **CR52 Workmanship**

#### **George Erl 1982 Points Leader through Barstow**



#### **CLASS 30 — ANY DISPLACEMENT MOTORCYCLES Riders Over 30 Years Old**

##### **Definition**

A Class for motorcycles with engines of any displacement and riders over the age of 30 years old.

## **General Regulations**

Entrants in this class shall comply with all applicable General Regulations.

## **Competition Regulations**

### **CR1 Helmets**

### **CR2 Protective Clothing**

### **CR3 Eye Protection**

### **CR4 First Aid Kits**

A suitable, weatherproof, emergency kit composed of individually packaged (5 unit minimum) supplies must be carried by each rider.

Each five-unit kit must contain at least the following items:

- (1) Four-inch bandage compress
- (8) 2" x 3" adhesive pads
- 8cc Merthiolate
- (1) Eye dressing packet
- (16) 1" x 3 1/2" bandages

### **CR7 Reflectors**

### **CR9 Survival Supplies**

## **Suspension Components**

### **CR11 Wheels and Tires**

Spokes must be safety tied; nylon tie wraps or safety wire acceptable.

### **CR12 Fasteners**

### **CR13 Steering**

### **CR14 Brakes**

### **CR15 Ignition**

### **CR17 Lights**

## **Fuel System**

### **CR19 Fuel**

## **Engines, Transmissions, and Drivelines**

### **CR22 Engine Displacement**

### **CR23 Engine**

### **CR26 Exhaust**

## **Vehicle Components - General**

### **CR46 Fenders**

### **CR47 Chassis & Bodies**

All (frame) chassis components including steering head, triple tree, and swing arm must be free of defects with all bearings tight.

### **CR48 Hoses**

### **CR49 Identification Markings**

### **CR50 Advertising on Vehicles**

### **CR52 Workmanship**

## **ADDITIONS AND NOTES**

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## **Vehicle Components - General**

### **CR46 Chassis**

### **CR47 Chassis & Bodies**

All (frame) chassis components including steering head, triple tree, and swing arm must be free of defects with all bearings tight.

### **CR48 Hoses**

### **CR49 Identification**

### **CR50 Advertising on Vehicles**

### **CR52 Workmanship**

## **Dave Miller 1982 Points Winner through Barstow**



## **CLASS 38 — ANY DISPLACEMENT MOTORCYCLES Riders Over 38 Years Old**

### **Definition**

A class for motorcycles with engines of any displacement and riders over 38 years old.

### **General Regulations**

Entrants in this class shall comply with all applicable General Regulations.

### **Competition Regulations**

#### **CR1 Helmets**

#### **CR2 Protective Clothing**

#### **CR3 Eye Protection**

#### **CR4 First Aid Kits**

A suitable, weatherproof, emergency kit composed of individually packaged (5 unit minimum) supplies must be carried by each rider.

Each five-unit kit must contain at least the following items:

- (1) Four-inch bandage compress
- (8) 2" x 3" adhesive pads
- 8cc Merthiolate
- (1) Eye dressing packet
- (16) 1" x 3 1/2" bandages

#### **CR7 Reflectors**

#### **CR9 Survival Supplies**

#### **CR11 Wheels and Tires**

### **Suspension Components**

Spokes must be safety tied: nylon tie wraps or safety wire acceptable.

#### **CR12 Fasteners**

#### **CR13 Steering**

**CR14 Brakes**  
**CR15 Ignition**  
**CR17 Lights**

**Fuel System**  
**CR19 Fuel**

**Engines, Transmissions, and Drivelines**  
**CR22 Engine Displacement**  
**CR23 Engine Replacement**  
**CR26 Exhaust**

**Curtis Sparks Winner 1982 Off Road World Championship**



**CLASS 23 3-WHEELER — 0cc to 200cc**

**Definition**

A class for 3-wheelers with engines displacing from 0cc to 200 cc

**General Regulations**

Entrants in this class shall comply with all applicable General Regulations.

**Competition Regulations**

**CR1 Helmets**  
**CR2 Protective Clothing**  
**CR3 Eye Protection**  
**CR6 Horns**  
**CR7 Reflectors**

**Suspension Components**

**CR11 Wheels and Tires**

No motorcycle type tires & wheels.

**CR12 Fasteners**  
**CR13 Steering**  
**CR14 Brakes**  
**CR15 Ignition**  
**CR17 Lights**  
**CR19 Fuel**  
**CR20 Fuel Tanks**

Fuel tanks must be securely mounted.

**Engines, Transmissions and Drivelines**

**CR22 Engine Displacement**

Must use motorcycle type engine, no automotive or VW type engines can be used.



**CR23 Engine Replacement****CR26 Exhaust****CR29 Oil Cooler****CR35 Seating\***

Minimum seat height 20 inches.

\* different from motorcycle class rules

**Vehicle Components - General****CR46 Fenders****CR47 Bodies & Chassis**

All (frames) chassis components including steering head, triple tree and swing arm must be free of defects. Bearing must be tight. Body must be securely fastened to frame so as to eliminate their moving during a race.

**CR48 Hoses****CR49 Identification****CR40 Advertising on Vehicles****CR52 Workmanship****Wes Arnold 1982 Points Leader through Barstow****CLASS 33 3-WHEELER — 201cc to 250cc****Definition**

A class for 3-wheelers with engines displacing from 201cc to 250 cc

**General Regulations**

Entrants in this class shall comply with all applicable General Regulations.

**Competition Regulations****CR1 Helmets****CR2 Protective Clothing****CR3 Eye Protection****CR6 Horns****CR7 Reflectors****Suspension Components****CR11 Wheels and Tires**

No motorcycle type tires & wheels.

**CR12 Fasteners****CR13 Steering**

**CR14 Brakes**  
**CR15 Ignition**  
**CR17 Lights**  
**CR19 Fuel**  
**CR20 Fuel Tanks**

Fuel tanks must be securely mounted.

### **Engines, Transmissions and Drivelines**

#### **CR22 Engine Displacement**

Must use motorcycle type engine, no automotive or VW type engines can be used.

#### **CR23 Engine Replacement**

#### **CR26 Exhaust**

#### **CR29 Oil Cooler**

#### **CR35 Seating\***

Minimum seat height 20 inches.

\* different from motorcycle class rules

### **Vehicle Components - General**

#### **CR46 Fenders**

#### **CR47 Bodies & Chassis**

All (frames) chassis components including steering head, triple tree and swing arm must be free of defects. Bearing must be tight. Body must be securely fastened to frame so as to eliminate their moving during a race.

#### **CR48 Hoses**

#### **CR49 Identification**

#### **CR40 Advertising on Vehicles**

#### **CR52 Workmanship**

### **Mark Weixeldorfer 1982 Points Winner through Barstow**



### **CLASS 43 3-WHEELER — 251cc and OVER**

#### **Definition**

A class for 3-wheelers with engines displacing from 251 cc and over.

#### **General Regulations**

Entrants in this class shall comply with all applicable General Regulations.

#### **Competition Regulations**

##### **CR1 Helmets**

##### **CR2 Protective Clothing**

##### **CR3 Eye Protection**

##### **CR6 Horns**

##### **CR7 Reflectors**



## es

Automotive or V/W type engines can

Automotive or VW type engines can

ring must be tight. Body must be able to move during a race.

...while the other is moving using a race.

## NOTES

## NOTES



## **1983 CLOSED COURSE RACING RULES & REGULATIONS**





The following Competition Regulations will be waived for the closed course events but will be in effect for each of the remaining 1983 SCORE International events.

1. **CR-4 First aid kits**
2. **CR-5 Flares**
3. **CR-6 Horns**
4. **CR-7 Reflectors**
5. **CR-9 Survival Supplies**
6. **CR-14 Braking** — Turning Brakes will be allowed in all classes except 3, 4, 6, 7, 7S and 8.
7. **CR-17 Driving lights** (production classes will still be required to have lights or replicas and light buckets in place). NOTE: Stop lights are required.
8. **CR-30 Auxiliary equipment** — NOTE: Restricted engine classes 1-1600, 2-1600, 5-1600, 7S, 9 and 11 will still be required to have operative generator, fan and a complete functional electrical system. This will be checked at the completion of each class race. Only Classes 1, 2, 5 and 14 will be waived during closed course events. However, all vehicles must have functioning brake lights.
9. **CR-47 Chassis and Body** (Class 7 only) — Safety glass windshields optional for closed course events only.

Flip top roof vehicles should be prepared to show, upon request, the method of escape (entry into and out of vehicle).

### THINGS TO REMEMBER

**CR-34 Nets** — "If Dzus buttons (or similar fasteners) are used, they must be installed at eight (8") inch intervals and be safety tied.

\*SCORE International has for a couple of years now, allowed the use of arm restraints in place of safety nets. They are approved on a one-by-one basis, and only after it is shown that the vehicle design and setup allow the use safely. If you intend to try the arm restraints, you should also be prepared to install safety nets during Tech if it is found that your vehicle design doesn't allow the safe use of arm restraints.

**CR-40 Weight** — Again this year we will be weighing each vehicle during Tech inspection whether or not a weight limit is applicable to the class. This data has long term benefits by continuing a base of information of how vehicles are changing.

**GC-1** Entrants shall comply with all applicable General Regulations G-1 through G-61

### GC-2 Flag Rules — Closed Course:

The official starter will control the official starting, stopping and finish of the race.

Flagmen located at strategic points on the course will only display the yellow (caution) flag to warn other drivers of impending danger on the course (overturned vehicle or multiple vehicles blocking a particular route on the course). Passing with caution is allowed as long as passing does not interfere with or endanger emergency personnel attempting to treat or rescue drivers.

The race may be stopped at any time by the official starter displaying the red flag to the field. Any vehicle may be stopped (black-flagged) by the official starter at any time and the black-flagged vehicle must leave the course immediately and return to the pit area.

Flag designations will be as follows:

Green Flag: Start of Race

Red Flag: Danger, Race stops immediately

Black Flag: Leave Race course immediately

White Flag: no lap to go

Checkered Flag: End of Race

OFFICIAL  
STARTER

OFFICIAL

# SCORE WITH MALCOLM SMITH TANKS



Malcolm Smith, the name that is synonymous with SCORE Racing, knows what it takes to get out front in off-road competition. The Malcolm Smith "BAJA GRANDE" large tanks are designed to keep you out front for the long run.

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**GC-3** — During Closed Course events, any vehicle determined to be deliberately balking will be black flagged at the discretion of the Race Steward. Any Entrant failing to allow another to overtake or short course, may be penalized one lap or be disqualified, at the discretion of the Race Steward. In Long-Course events any Vehicle overtaken shall at the first safest opportunity pull to one side and allow the overtaking Vehicle to proceed, even if this means stopping or pulling off the course temporarily. This is a must and failure to do so may result in a penalty or disqualification.

**GC-4** — No race Vehicle shall be allowed on the closed course race track for practice or warm-up until it has passed technical inspection, has obtained a tech certification seal, and the official starter or a licensed official is at the starting position.

**GC-5** — No Driver may qualify more than one Vehicle per racing Event, unless the Vehicle he has previously qualified is withdrawn prior to a new qualifying attempt or unless stated in the Supplementary Regulations.

**GC-6** — All Drivers must arrive in time to compete in the Events for which they are scheduled. Any Driver not ready to compete when scheduled or called may be sent to the rear of the field, changed to a later Race, or left out of the remainder of the Event at the discretion of the Race Steward.

**GC-7** — All Vehicles must be on the track and ready to compete when the pace lap starts. Under no circumstances is any Vehicle in the starting line-up to go on the course or enter the race after the completion of the pace lap without the starter's specific permission and acknowledgement. The starter will have the authority to make certain decisions with regard to vehicles not in position at the required time.

**GC-8** — Once the field is lined up, the starter will then start the Race.

**GC-9** — A Race may be stopped at the discretion of the Race Steward or at any time if considered dangerous or unsafe to continue.

**GC-10** — When a Race is stopped before the completion of one lap, there shall be one complete restart in the original starting positions. In the event the Race is again stopped without completing one lap, the Vehicles will complete their first lap in single file, without passing any other running Vehicles; and will be restarted in the order that they reached the start-finish line. Vehicles causing a red flag will restart at the rear of the field.

**GC-11** — When a Race is stopped after the completion of at least one lap, Vehicles shall line up in the last full lap positions before being stopped. Those Vehicles involved in the accident, if any, shall start at the rear of those not involved. Regardless of the number of laps covered, this rule shall apply at all times and in the event that enough laps have been covered for the Race to be called a complete Event, Drivers will be scored and paid on the positions they would have held in a restart.

**GC-12** — Any Vehicle not driven immediately to the starting line will be considered involved in the accident, and any Vehicle causing the Race to be restarted (such as spin-out) will be considered as part of the accident.

**GC-13** — No Race shall be considered official until the declaration of winning positions is made by the Race Steward in charge of the Event.

**RIDING  
SOMETHING  
ELSE ISN'T  
AGAINST  
THE RULES.**

**BUT WHY  
CHEAT  
YOURSELF?**



**HONDA**  
FOLLOW THE LEADER

ALWAYS WEAR A HELMET AND EYE PROTECTION. ©1982 American Honda Motor Co., Inc.



## HOW THE SIA POINTS SYSTEM WORKS

The Point System is based on three separate computations that are the equalizers for all classes. First, each Driver/Rider of Record receives 25 points for starting a SCORE event. If he finishes that event within the allotted time, he will receive an additional 25 points. Thus, if you only start and finish, you have at least 50 points.

Secondly, the Driver/Rider of Record receives points of his finish positions, and every finish position in all classes receives the same number of points, (Finish Positions — Entry that completes total distance of course within the allotted time).

Third, we have the equalizer for those who must compete against two or three times as many competitors in his class as those in the inherently smaller classes. This system is based upon the number of entries within each class and how many contestants started the race, and ahead of how many that the entrant officially finished. For each starting competitor that you officially beat, you will receive one (1) point. These are then added to your total.

S.I.A. POINTS can be earned for by Driver/Rider of Record commencing with the 1983 Parker 400. Note: The Barstow Classic is not open to 2 and 3-wheel vehicles. The SCORE Off Road World Championship at Riverside International Raceway is not an S.I.A. points race.

One final word. The Driver/Rider of Record for any entry is the only person who gets points. He is also the driver/rider listed first on the entry blank, and in order to get points he must start the race and drive at least 20% of it. Or, if he does not start, he must drive at least 30% of the race to be eligible. If a Driver/Rider of Record change is made after the event drawing, that entry is not eligible for points.

Place	1st Race	2nd Race	3rd Race	4th Race	5th Race
1	150	188	225	263	300
2	120	150	180	210	240
3	100	125	150	175	200
4	80	100	120	140	160
5	60	75	90	105	120
6	50	63	75	88	100
7	40	50	60	70	80
8	30	38	45	53	60
9	20	25	30	35	40
10	15	19	23	26	30
11	10	13	15	18	20
12	9	11	14	16	18
13	8	10	12	14	16
14	7	9	11	12	14
15	6	8	9	11	12
16	5	6	8	9	10
17	4	5	6	7	8
18	3	4	5	5	6
19	2	3	3	4	4
20	1	1	2	2	2
21	1	1	2	2	2

# Mickey Thompson SOFT TREADS



**FOR SHORT COURSE RACING**

## SHORT COURSE TIRES

**MICKEY THOMPSON INDY PROFILE** - Soft Racing Compound, 4 Ply Nylon

SIZE	WEIGHT	RIM	SIDEWALL WIDTH	TREAD WIDTH	OVERALL DIAMETER
23 0 6 0-13	21	4 - 6	8	6	22.5
27 0 6 0-15	26	4 - 6	7.5	6	26.5
27 0 8 5-15	30	6 - 8	10	8.5	26.8
28 0 10 5-15	36	8 - 10	12	10	28.5
28 0 12 0-15	40	10	13	12	28

**MICKEY THOMPSON SPORTSMAN** - Soft Racing Compound, 4 Ply Nylon

SIZE	WEIGHT	RIM	SIDEWALL WIDTH	TREAD WIDTH	OVERALL DIAMETER
33 0 15 0-15	39	14 - 16	19	15	32.2

## DESERT COURSE TIRES

**MICKEY THOMPSON BAJA BELTED** - Soft Racing Compound, 4 Ply Nylon

SIZE	WEIGHT	RIM	SIDEWALL WIDTH	TREAD WIDTH	OVERALL DIAMETER
35 0 8 0-15	42	6 - 8	12.2	8	34.5
35 0 11 0-15	58	8 - 10	14.7	11	34.5
35 0 14 0-15	68	10 - 14	17	14	34.5

**(216) 928-9092 or (714) 839-9260**



## CONTINGENCY AWARDS

To be eligible for posted Contingency Awards in SCORE's races, contestants must file a Contingency Declaration with the Contingency Inspector, completely filled out and signed, and the vehicle **MUST** indicate compliance during inspection with the manufacturer's requirements regarding payment of those awards, including the use of the product(s), displaying of decals, etc. **SIA CONTINGENCY SPONSORS PAY CONTINGENCY AWARDS TO THOSE CONTESTANTS WHO MEET ALL THE ABOVE REQUIREMENTS, AND WHO COMPLETE THE RACE AND CROSS THE FINISH LINE.** In a "no-finish" situation, it is not mandatory for the manufacturer to pay Contingency Awards. Any participant who falsifies his contingency Declaration will be subject to a disqualification without appeal. This would result in a forfeiture of purses, all Contingency monies, and entry fee. A participant may change products after making a Contingency Declaration, but he must make the change known in writing prior to the beginning of competition, to the Chief Contingency Inspector and obtain a receipt confirming official acceptance of the change. Items not identifiable may require proof of purchase.

**SCORE INTERNATIONAL® reserves the right to, at any time, amend or change any rule or regulation herein contained in the interest of safety, sport, or at the request of appropriate authorities, including government officials at federal, state or local levels, or insurance companies.**



**THE RULES AND/OR REGULATIONS SET FORTH HEREIN ARE DESIGNED TO PROVIDE FOR THE ORDERLY CONDUCT OF RACING EVENTS AND TO ESTABLISH MINIMUM ACCEPTABLE REQUIREMENTS FOR SUCH EVENTS. THESE RULES SHALL GOVERN THE CONDITION OF ALL SCORE INTERNATIONAL® EVENTS, AND BY PARTICIPATING IN THESE EVENTS, ALL SCORE INTERNATIONAL® MEMBERS ARE DEEMED TO HAVE COMPLIED WITH THESE RULES. NO EXPRESS OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM PUBLICATIONS OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND ARE IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, SPECTATORS, OR OTHERS.**

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# Toyota Trucks

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ACT  
TO  
FOLLOW**



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A  
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