



**1. DEFINITION** A Rally-X is any event in which one vehicle at a time is timed over a clearly defined course, with elapsed time and appropriate penalties for course deviations being the determining factor for awards. This shall not preclude the running of more than one vehicle at a time, provided they are separated on course by adequate time and distance to eliminate any possibility of a passing situation. Events will be held on multi-surfaces which may include lime-rock, pavement, gravel, dirt and mud. These events are held on short courses (1-2 miles) that emphasize vehicle handling and agility rather than speed or power.

**2. REVISION OF EVENT RULES** or supplements may be added at any time and be posted to the Registration page.

**3. VEHICLES:** A Rally-X event is open to any four-wheeled, side-by-side or mass-produced passenger vehicle (including convertibles with a factory hardtop attached, targa-types with factory panel in place, t-tops with factory panels in place) that can pass safety inspection. A vehicle that meets the definition above but was not originally sold in the United States (e.g. Canada, Japan/JDM or Europe-only vehicle) is eligible if it meets applicable safety and preparation allowance requirements.

Special Requirements: Side-By-Side

- Full cage and 4, 5 or 6pt Harness, and Full face Helmets, and wrist restraints or window nets are required.

Special Requirements: Cars

- Full Cage for cars ONLY IF you have a passenger and/or co-driver.

**4. VEHICLE/DRIVER SAFETY:** All vehicles must pass safety inspection on the following points prior to competing. This applies at each event entered. Entry fees, if already paid, will be refunded if a car fails to pass the safety inspection. A safety inspection is not concerned with class compliance.

**A. All loose items**, inside and outside the car (including the trunk and storage areas), must be removed.

**B. Hand-held items**, including cameras and cell phones, are considered loose items.

**C. Snap-on hubcaps**, detachable fender-skirts and trim-rings must be removed.

**D. Convertible**, targa, or t-top vehicles must have their factory hardtop or panels securely in place during course runs.

# **THE FIRM**

*Florida International Rally & Motorsport Park*

**E. Sunroofs** must be fully closed. The driver's window may not be down more than 1" during course runs unless the vehicle is equipped with a window net and/or the driver is using arm restraints. The same restriction applies to the passenger window if there is a passenger.

**F. Wheels must be safely affixed.** They shall not be reversed so that the lughole taper does not mate with the chamfer of the lugs. All studs and lug nuts must be present, installed correctly and functional.

**G. Tires** must be in good condition, with no cord or belts showing or cracks in the tread or sidewall. A space-saving wheel designated by a manufacturer for temporary low speed use and for transiting a short distance may not be used for competition regardless of the type of tire installed. Tires offered for two, three or four wheeled motorbikes are not allowed. This includes motocross, dual- sport and ATV tires that are not designed to withstand cornering side-loads that

Stock Category 2. Tires must be U.S. Department of Transportation (DOT) approved and display the applicable DOT symbol and Tire Identification Number (TIN) label. Tires with the equivalent Canadian DOT and TIN labels are allowed on Canada-registered vehicles at regional events. . . .

**H. Throttle return** action shall be safe and positive.

**I. No excessive** fuel, oil, water or brake fluid leaks should be observed when the engine is running.

**J. Steering wheel** "spinner" knobs are not permitted.

**K. Brakes** must have an adequate pedal, sufficient fluid in the master cylinder and no apparent hydraulic leaks and shall be operational at all four wheels. The vehicle must have a working parking/emergency brake system.

**L. Physically disabled drivers** may use alternate vehicle controls and preparation items appropriate for the nature of their disability. In the case of a driver using alternate controls, extra care should be taken to ensure that the driver does have adequate control of the vehicle and that the control mechanisms can stand up to competition use. Requests will be handled on a case-by-case basis. The driver must make the Event Chairman and Event Safety Steward aware of the approved request prior to starting competition.

**M. Wheel bearings,** shocks, steering, and suspension shall be in good operating condition.

**N. All batteries** (on board power supplies) shall be attached to ensure that the battery and/or power supply will remain in place. If a lead-acid (wet cell) type battery is relocated from its original location, it must be equipped with leak-proof caps and enclosed in a non-conductive, marine-type box. Dry cell batteries, commonly known as Recombinant Gas (RG) or



Glass Mat Technology (GMT) batteries, are not required to be in a marine-type box. The hot terminal must be insulated on all vehicles. All batteries shall be securely attached to the primary structure of the vehicle.

**O. Roll cages are strongly recommended in all cars.** If installed it is strongly recommended that roll cages be constructed according to the rules for stage rally competition used in other sanctioning bodies.

**P. Helmets must be worn** by all drivers and passengers during competition. Helmets must be in good condition, fit properly, provide adequate peripheral vision and the chinstrap must be securely fastened. All helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2015, SA2010 for cars. M2015, M2010 are also acceptable for Side-by-Sides)

**Q. All vehicles must have adequate operable forward lighting** to participate in 11 night or low light events.

**R. Nitrous oxide and methanol/alcohol injection systems are prohibited.**

**S. The windshield** may have one single crack. A crack that has branches, multiple cracks or deformation of the windshield is not allowed.

**T. PROTECTIVE EQUIPMENT:** The additions of protective equipment is allowed with the following exceptions: The modifications must only provide protection to the car and/or occupants and provide no performance advantage.

**Examples of allowed** protective equipment include skid plates to protect under-body components and to protect lower front fascias from ground contact, mud flaps and bolt-on fender flares to protect paint from gravel damage, driver restraints/harness belts and roll cages/bars to protect occupants, and strut caps to prevent failure of strut mounts.

**U. DIFFERENTIALS:** Vehicles may substitute differential with a mechanically governed limited slip or locking unit of an alternate type. This includes spools and welded stock differentials. This does not allow the use of a differential with external controls (electronic or otherwise) to regulate slip or locking. Differentials must be contained in a stock unmodified housing/third member with stock or optional ring and pinion ratios available for the specific model, body, and year of the vehicle only.

## **V. MODIFICATIONS**

- a. OIL CATCH TANKS are allowed to reduce oil in the intake system.
- b. FENDERS, DOORS (may be modified or replaced - but not removed) and ALL non-essential components (including aerodynamic devices: wings, splitters, spoilers and spats) may be replaced, removed or relocated for the purpose of weight reduction.