



VEHICLE & DRIVER RULES (V.2-2021)

YES, we have RULES. They will be enforced. They are not only designed to keep you, our volunteers and spectators **SAFE** but our insurance requires the same. Our goal is to provide a kick-ass but **SAFE** event so we can continue to grow HooptieX and race well into the future.

Most of the following is standard for many RallyCross and racing associations with respect to “stock” vehicle classes. End of the day, we want you safe so you can keep coming back to send your garbage for all your fans. If you don’t agree with the rules, then feel free to start your own race.

NOTE: We are fun havers, and we want **EVERYONE** to race what they got! Exceptions can always be made **within reason** but **SAFETY IS PARAMOUNT**. If you’ve got something that falls outside the lines of these rules, just ask. Email us at hooptiex@gmail.com or message us on IG or FB @hooptiex.

VEHICLE RULES

We will have TECH INSPECTION for the following. If you do not pass, you will be sent back to the pit area to repair or remedy your issues (psychological are exempt). In the event a vehicle fails tech and cannot be brought into compliance, any prepaid fees from that participant will be refunded. We will then strongly encourage you to find an adequate s#itbox for the next race and send you home with these rules as homework.

Note: All LOG BOOKED vehicles from other race associations will already assumed to be in compliance.

1. 4–6-point rollbars/rollcages are RECOMMENDED for all vehicles **BUT NOT REQUIRED**.
 - a. Rollbars/rollcages ARE REQUIRED in some cases outlined in below sections.
 - b. For an example of rollbar/rollcage construction, specs and installation, see “ROLLBAR / ROLLCAGE ADDENDUM” (attached).
2. ALL vehicles must have their OEM fixed-roof as originally equipped.
 - a. Convertibles allowed with FACTORY HARD TOPS ONLY, secured and attached in place. No, a jeep hard top on a Cadillac Eldorado won’t pass tech, BUT we’ll still want a pic for some laughs on our Instagrams. “Factory” means factory for your specific vehicle.
 - b. Convertibles without hard tops are only allowed with proper 4–6-point rollbar or rollcage.
 - c. Drivers of convertibles with rollbar or “un-roofed” rollcage must wear ARM RESTRAINTS (\$20-\$40 online). Arm restraints are designed to keep your arms inside the vehicle in case of a rollover. They offer enough range of motion to steer and shift a manual, otherwise that would be considered a straitjacket and your race day would be cut short at turn 1.
 - d. For any other vehicle that is caged (including SXSs) that does NOT have a rigid roof (metal highly recommended over plastic) over driver & passenger compartment, driver must wear arm restraints. Homemade versions of arm restraints are not allowed.
 - e. If your vehicle has a removable sunroof or T-top, these must be secured in place and/or closed.
 - f. Roof racks are allowed and must be securely attached to vehicle, all items (including spare tires) need to be removed from rack.
3. ALL vehicle “pillars” or “posts” must be intact as originally equipped (A, B, C & D depending on vehicle model).



- a. Pillars must be free from ANY prior structural damage. We love pancakes, but we don't want you to become one in a rollover from a previously smashed pillar that has no strength left.
- b. If any pillars are missing, cut or structurally damaged, a proper rollbar/rollcage is required.
- c. Exceptions MAY be made for "D" pillars and "D" pillar removal depending on vehicle type and model.

4. Doors/Windows/Hood

- a. All vehicles must have their OEM factory driver AND passenger doors.
- b. Driver and passenger doors MUST be fully functional (open, close and stay closed/latched). No rope, twine, duct tape or gate latches. It's been tried....appreciate the ingenuity, but don't.
- c. NO SOFT DOORS.
- d. NO WELDED DOORS.
- e. If you have a driver's side window, it must be rolled up during race. You MAY leave it open 2".
- f. If you don't have a driver's side window, you need a WINDOW NET (\$30-\$60 online). Window nets must be able to be reasonably attached and detached by driver and someone outside the vehicle.
- g. If you do not have a driver window, or window net, you will need arm restraints.
- h. Any caged or custom tube-steel vehicles without OEM doors must have door bar(s). These may be 2 cross members, "x-design" or diagonal with sill bar on driver-side with window net or arm restraints. For examples, see "ROLLBAR / ROLLCAGE ADDENDUM" (attached)
- i. Windshields with minor cracks are OK. Missing sections, holes and deformations in the windshield from prior impacts are NOT allowed. If you can feel damage from the INSIDE you won't pass tech.
- j. Windshields (in acceptable condition) are REQUIRED IN ALL UNCAGED VEHICLES. Fact: All windows add structural integrity to the cabin of a vehicle, we'd strongly suggest you leave them all in.
- k. HOODS (if equipped) must be fully functional (open, close and stay closed/latched). There's a rumor that hoods can be slightly difficult to see through while racing when opened.

5. ALL vehicles MUST have functioning seatbelt.

- a. Seatbelts must be worn at ALL TIMES during race.
- b. Seatbelts must be at minimum a 3-point seatbelt (aka a standard style lap and shoulder belt) with factory mounting points.
- c. Single lap belt belts NOT permitted.
- d. 4 or 5-point harnesses with proper mounting points and hardware are always recommended but not required.
- e. Ratchet straps.....don't.

6. Fuel and Fluids

- a. Vehicles must be free from ANY gas leaks and "major" oil, steering or transmission leaks. All caps and lines must be secure and in good working condition.
- b. Any fuel system may be used provided gasoline, ethanol or diesel fuel is used. Any non-stock fuel cell, filter or pump located in the passenger compartment must be shielded by a metal bulkhead. Any fuel lines running through the passenger compartment must be of metal or metal braided design.
- c. Any tank or cell in a non-factory location must be bolted and metal strapped. NOTE: Don't be a dummy and WELD, GRIND OR DRILL on or near fuel tanks or fuel components while fuel or fumes are in tank!
- d. NO PLASTIC TANKS or BOAT TANKS. Plastic is prone to puncture and warping.
- e. Nitrous oxide, methanol/alcohol and solid rocket fuel systems are PROHIBITED. Nitrous oxide tanks inside vehicle as part of an inactive system must be removed prior to racing.



- f. All auxiliary/spare fuel cans ("jerry cans") must be removed prior to racing.
- g. All coolant types allowed, however, some race courses may utilize pavement and we may require participants to replace coolant with WATER ONLY. Coolant and wetters, if leaked on pavement, causes a slippery situation.

7. Electrical

- a. All batteries must be SECURE with metal or plastic strap or bracket AND have positive terminal COVERED. Terminal cover to be insulating material such as a rubber terminal cover or electrical tape. No duct tape.

8. Wheels and Tires

- a. Wheels must be safely attached with ALL studs and lug nuts in place.
- b. A "donut" spare tire, designed for emergency use at low speeds, may NOT be used to race. But bring maple bars cuz those are tasty AF.
- c. Factory produced and street legal studded tires may be used. Homemade "spikes" using bolts or screws are not allowed.

9. NO VEHICLE CAN BE TALLER THAN IT IS WIDE

- a. Height is measured from the ground to highest point of roof. Roof racks, antennas, auxiliary lights, stuffed animals or blow-up dolls are not applicable in height measurement.
- b. Width measured from outer sidewall of each tire.
- c. We love parade laps on occasion from "unique" rigs at parade lap speed. Assuming all other vehicle rules herein are followed, we are reasonable and MAY be flexible with this rule. SAFETY always needs to come first and any exceptions to this rule are at race director's discretion.

10. ALL loose items, tools, fluids, food or garbage in vehicle must be removed prior to racing

- a. A projectile sandwich (those who know, know) or screwdriver to the face during your lap may cause limited field of vision or loss of it completely.

11. ALL drivers must carry in their vehicle an automotive (or similar) fire extinguisher

- a. Fire extinguishers must be secured with its specific bracket or strap and affixed to a metal surface on car body, OR, extinguishers must be securely stowed. No zip ties or ratchet straps.
- b. It is recommended to have extinguisher within reasonable reach of driver.

DRIVER RULES

1. DON'T BE A DICK

2. **NO DRINKING AND DRIVING**

- a. We cannot emphasize this enough! If any of the volunteers or crew feel you are not in a condition to drive WE WILL WITHOUT QUESTION PULL YOU FROM THE RACE.
- b. We are all part of a fun community that likes to have a good time, save it for AFTER the race.
- c. There will be first responders on site who will be on the lookout for the same.
- d. **USE COMMON SENSE.** You do not want to be the one responsible for injuring or killing yourself, a volunteer or spectator.



3. All drivers must be the legal age to drive without adult supervision according to the state in which an event is held.
 - a. All drivers must possess a valid driver's license.
 - b. Drivers under the age of 18 must have their parent or guardian sign a parental consent waiver (included and distributed in online registration and available at event site).
4. NO co-drivers or passengers are permitted
 - a. Single driver format.
 - b. If you have any co-drivers have them run their own lap(s) after you run yours.
 - c. Multiple passengers equals multiple liability.
 - d. Exceptions MAY be made to this rule which is fully dependent on vehicle type (fully caged), driver experience and at sole discretion of race director.
5. ALL drivers MUST wear a helmet
 - a. Helmets need to be in good condition, have proper fit and chinstrap SECURED.
 - b. Helmets MUST meet the following certification standards:
SNELL: SA2020, SA2015, SAH2015, SA2010, SAH2010, SA2005, M2020D, M2020R, M2015, M2010, M2005, K2020, K2015, K2010, K2005, EA2016;
SFI: 31.1 (2015, 2010, 2005), 41.1 (2015, 2010, 2005), 24.1 (2020, 2015, 2010 2005);
BRITISH SPEC: BS6658-85 types A and A/FR;
ECE: 22.05, R22.05;
FIA: 8860-2018, 8860-2018-ABP, 8859-2015, 8860-2010, 8860-2004
 - c. If there is one item of safety to invest in, it's your helmet WITHOUT QUESTION. None of these rules matter without a proper helmet.
 - d. To find your certification, peel back the inside padding to find the label or decal on the shell.
 - e. DOT helmets not allowed.
 - f. We do not provide helmets on site.
 - g. REMEMBER, if you do not have a windshield, you MUST have a full-faced helmet with full visor.
6. RED FLAG PROCEDURE
 - a. If at any time while on course you see a RED FLAG you must stop IMMEDIATELY.
 - b. This means there is a slow or stopped vehicle ahead of you on course.
 - c. The nearest course volunteer will give you instructions on when and how to be released back to start/finish line
 - d. Flagged vehicles, including the incident vehicle if able, can opt for a re-run if they wish.
7. Timing and Points
 - a. This is a time-trial race
 - b. Vehicles will be released at intervals and will race against the clock for best lap times.
 - c. This is NOT wheel-to-wheel racing and passing is not allowed
 - d. We do give racers points for best times BUT REMEMBER, we also give nearly as many points for bottom slowest time, best recovery, crowd favorite, most trash picked up from a venue and a handful of other dumb reasons.
 - e. This is MEANT TO BE FUN, NOT SO SERIOUS RACING. If you take it too serious we're probably not the right group for you.



8. VEHICLE CLASSES

- a. **2WD:** Front or rear. Arguably worth “around” \$500. Consider this a “Gambler class”
- AWD:** And/or 4WD. Arguably worth “around” \$500. Consider this a “Gambler class”
- HATER:** 2WD OR 4WD. Arguably worth over \$500. Shiny, new or a stock vehicle that has had noticeable upgrades. Stage rally prepped cars for example, your mom’s 2018 4-Runner or a clean BMW 5 series with plush leather interior and cold air conditioning.
- SUPER SOFT:** Best definitions would be an out-of-the-box off-road or custom built whip. Examples would be side-by-sides or UTVs, damn near ground-up builds like Trophy Trucks, 500hp Race Joops, or custom tube-frame long-travel Lamborghinis.
- b. Look, THIS IS ALL STUPID AND FUN. If you’re confused on what class you’re in, adding up receipts or doing math then you’re thinking too much. Come out, have a blast and we’ll figure it out on race day.

9. DRIVER CONDUCT

- a. Have fun, go send. This is a time trial style race. HOWEVER, your conduct on course and in the event area is important. If you are found to be purposefully trying to collide with other vehicles, disobeying the safety rules or red flag procedure, running off the course (intentionally) or trying to roll or damage your car (purposefully) you will be asked to leave (**SEE DRIVER RULE #1.**)

10. “Mechanical Sympathy”

- a. Think about what you bring to race. If it’s your street princess, or it’s your only daily for work, maybe consider bringing something different if you’re worried about breaking it.
- b. It’s not our goal to break cars, but this is motorsports, and it can and does happen. Remember, you are also part of a community of people that love to help. If something does break, chances are there will be a small army of people to help you get back up and running. That’s just what we do.
- c. You will probably have a lot more fun in a vehicle you have LOW “Mechanical Sympathy” for versus being worried all day about scratching your paint, blowing a tire or busting an A-arm on something nice or vital to you.
- d. We welcome EVERYTHING within reason nonetheless. As long as you follow the rules, your vehicle passes tech inspection and you understand that your alignment may not be perfect after a race then come send.
- e. Oh, and we do have rental cars you can hammer on if you don’t want to bring your own rig sooo...

11. In the event you do break your car

- a. YOU ARE FULLY RESPONSIBLE for its disposal, sale or transport off of public or private property and/or track site.
- b. If your vehicle must temporarily stay in its location, you MUST notify race director or an event volunteer immediately.
- c. Trust us when we say you do NOT want to be the target of Gamblers who run the largest trail and trash cleanup in the world if you leave a car stranded.



SPECTATOR & PHOTOAGRAHPER RULES (V.2-2021)

SPECTATORS

1. THERE ARE TWO RULES TO HOOPTIE X CLUB

- a. The first rule is: Don't ever cross the track or under flag tape (by foot or in any vehicle).
- b. The second rule is: Don't ever cross the track or under flag tape (by foot or in any vehicle).
- c. We aren't kidding. We operate a closed race course with high-speed garbage and "Pro" drivers.
- d. If you are found to be crossing the course or tape in marked locations, you will either get squashed by a rusty Buick LaSabre or KICKED OUT.
- e. Don't ever cross the track or under the flag tape (by foot or in any vehicle).
- f. Please try to avoid driving through or parking in a designated racer PIT areas.
- g. Go grab one of Matt Lowe's tacos...they're delicious.
- h. Join the legion and grab some swag too!

PHOTAGRAPHER / VIDEOGRAPHER

1. Photographers / Videographers

- a. If you are a professional or amateur photographer or videographer and would like to go beyond the standard spectating areas for footage, YOU MUST FIRST SEE THE RACE DIRECTOR IN PERSON.
- b. It is vital for your safety to get a quick briefing of the track, track crossing locations and dangerous sections on track.
- c. You also need to grab a safety vest before you head out on course.
- d. It is HIGHLY recommended to bring a spotter with you.
- e. Any photographers or videographers who do NOT comply with this rule will be removed from the event.
- f. We love what you do, you make us all look and feel like heroes, but you need to be visible, avoid blind spots and areas of possible vehicle run-off.
- g. Don't EVER lie on or near the track. EVER. This is SO dumb. Use common sense. No photo is worth your life. For close shots, consider wireless tripod gear or stay distant and grab a big-ass lens.
- h. We reserve the right to share, copy, promote, distribute or edit any media publically shared by participants, volunteers, photographers and/or spectators. You can share our stuff too, just give us a shout out or tag on the socials and we will return the favor. #supportthesport

2. Drones

- a. Are allowed and ALL RULES FROM ABOVE SECTION APPLY.
- b. YOU MUST FIRST SEE THE RACE DIRECTOR IN PERSON. We'd like to get some sort of an idea of your flight plan.
- c. DO NOT fly directly above large groups of people.
- d. May be flown behind or to the side of a moving vehicle. DO NOT FLY IN FRONT OF ANY VEHICE ON RACE COURSE. If this is reported you will get a week in the hole.
- e. Pilots are encouraged to walk the course in morning or at lunch break to identify possible obstacles (power lines, trees, really tall people etc.)
- f. Are subject to any FAA regulations in place based on the equipment used and location. We are not responsible for pilot negligence of current regulations you may be subject to or in violation of.

ROLLBAR / ROLLCAGE ADDENDUM (V.1-2021)

This “Addendum” shall serve as a GENERAL GUIDELINE to rollbar and rollcage basics. The information herein is for EXAMPLE PURPOSES ONLY. The specifications and images are NOT meant to be the governing engineering document or official handbook on how to make proper rollbars or rollcages. You’ll see what we’re talking about when you see our chicken-scratch “renderings”...they’re garbage and NOT to scale. SO, seek professional resources and help.

ALWAYS SEEK PROFESSIONAL HELP ON DESIGNING AND INSTALLING ANY ROLLBAR OR CAGE

In the event your vehicle requires a rollbar or rollcage, or you just want to add one for extra safety, SEEK A PROFESSIONAL. If you do not have the experience or resources to weld, bend or cut tube or metal, it will be best (and definitely the safest) to find someone who can. We are part of a HUGE community with many knowledgeable gamblers, racers, shop owners, welders and fabricators. Many who have extensive knowledge in just this sort of thing. Ask around, make a post on our social media or groups. You’ll probably end up finding exactly the resources you need.

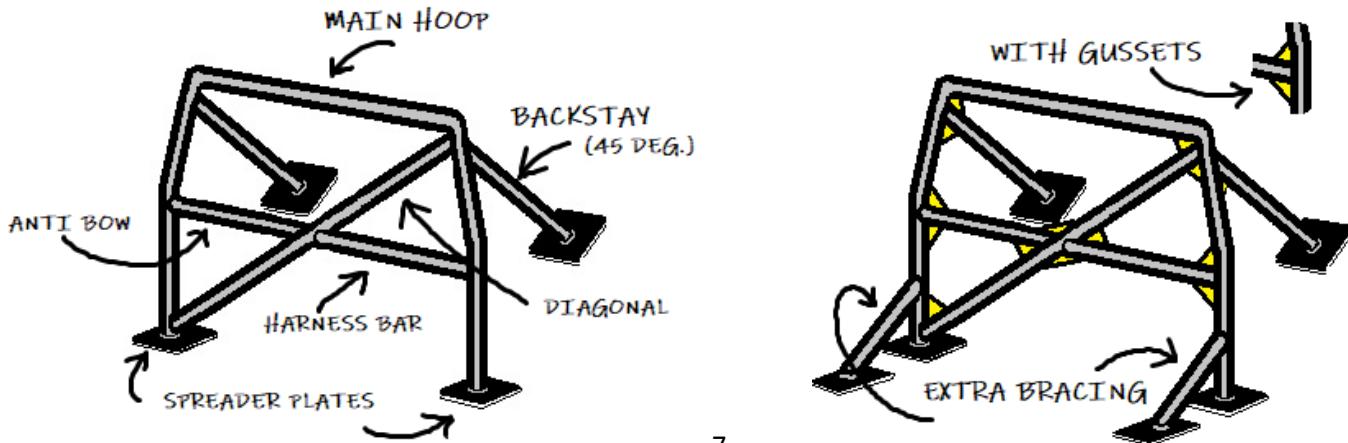
REMEMBER: Rollbars and rollcages are not a guarantee that you will avoid injury or worse in the event of a rollover. However, the implementation of a professionally designed cage should greatly reduce this risk.

GENERAL DESIGN SPECIFICATIONS

First things first.... BOLT IN KITS AND STYLE BARS ARE GARBAGE. Plain and simple. If you’re going to install a rollbar or rollcage for actual safety, do it right through a professional. If your vehicle requires a bar or cage, don’t use garbage, you will not pass tech.

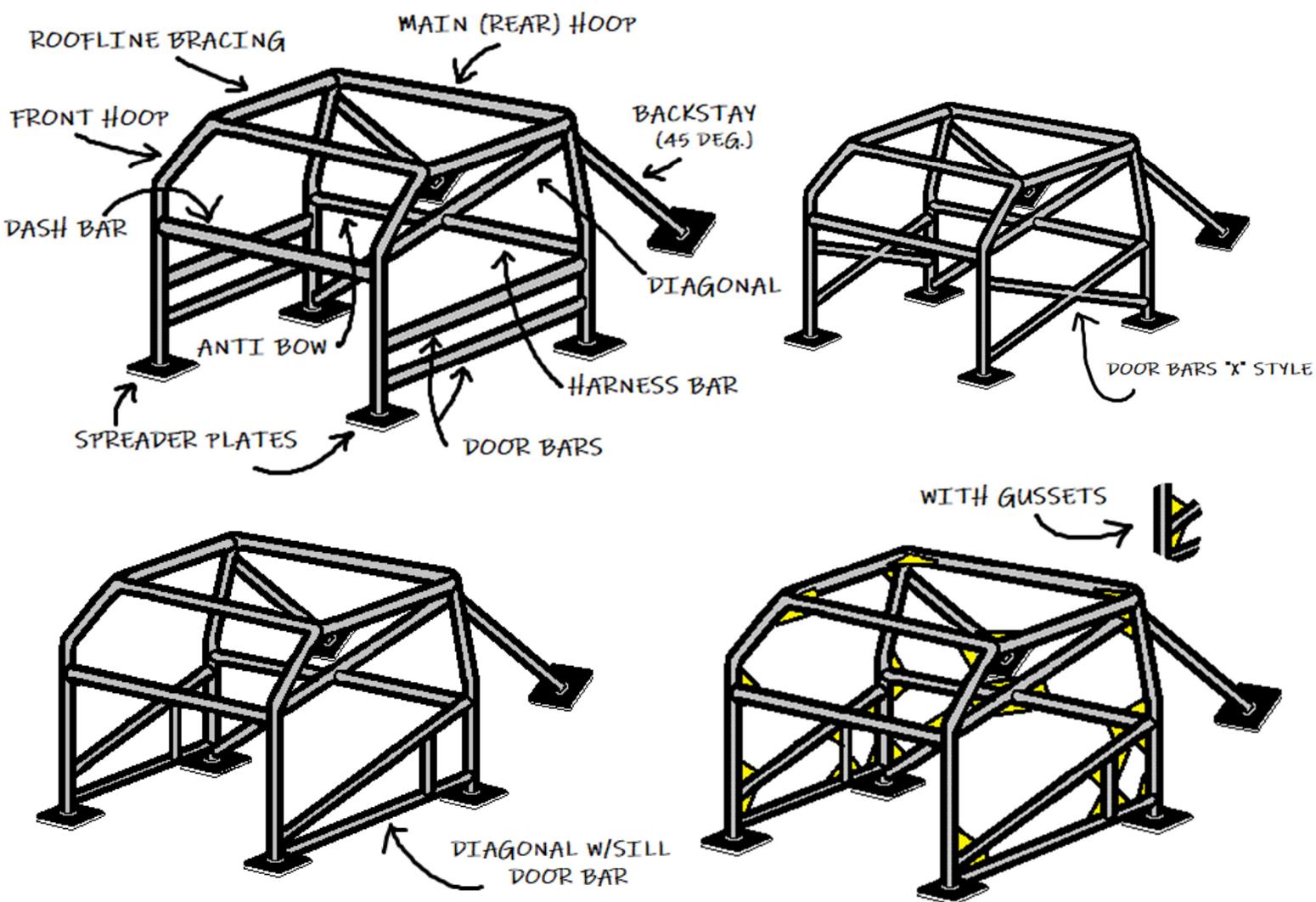
1. **4-POINT ROLLBAR** (see section 2 for 6-POINT ROLLCAGE)

- A 4-point rollbar should at minimum include a one piece hoop with hoop backstays being as close to 45 degrees from horizontal as possible. Backstays must be straight with no bends.
- Main hoop to include one diagonal (X’s always stronger).
- If you have a harness style seatbelt, you will need a harness-bar cross member between hoop and diagonal. Note: Your harness strap (from rear of seat to harness bar) should be affixed between 0-15 degrees downward. Similar anti-bow bar on opposite side always encouraged for strength.
- All tube welds should be clean, without burn-throughs, and 360 degrees around all joints.
- Attachment points to vehicle to include spreader plates, also with 360 degree welding. The larger the spreader plate area the better.
- Gussets and extra bracing are always your friend, adds strength. Don’t be afraid to “overbuild”.



2. 6-POINT ROLLCAGE

- g. A 6-point rollcage should at minimum include a one-piece front and one piece rear hoop (braced together along roofline), driver side bars (2) ("X"-design or diagonal with sill bar all acceptable), rear hoop backstays being as close to 45 degrees from horizontal as possible (backstays must be straight with no bends).
- h. Main hoop to include one diagonal (X's always stronger).
- i. If you have a harness style seatbelt, you will need a harness-bar cross member between rear hoop and diagonal. Note: Your harness strap (from rear of seat to harness bar) should affix between 0-15 degrees downward. A similar anti-bow bar on opposite side always encouraged for strength.
- j. All tube welds should be clean, without burn-throughs, and 360 degrees around all joints.
- k. Attachment points to vehicle to include spreader plates, also with 360-degree welding. The larger the spreader plate area the better.
- l. Gussets are your friend, adds strength. These are added between corners and angled joints.
- m. Dash bars encouraged for extra strength.



****BEST DOOR BAR OPTION FOR INGRESS/EGRESS!!**

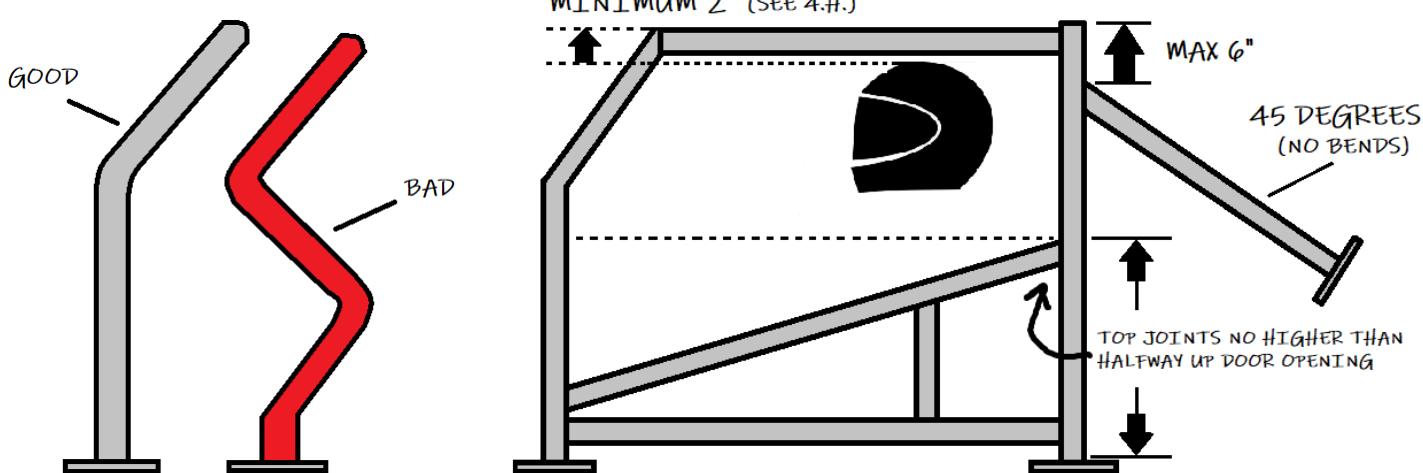
3. MATERIALS

- a. Steel tubing should be Drawn Over Mandrel (DOM) mild steel. The alternative is seamed ERW but it is not as strong.
- b. Minimum tube size of 1.5" x .120". Vehicles over 3,000 pounds to use 1.75" x .120".
- c. Spreader plates to be mild steel at least .125" thick. The larger the surface area the better, try to get as close to 24 square inches (12' x 12") as possible.

4. INSTALLATION NOTES (see additional "renderings" after this section)

- a. Tube bends weaken tube strength. Don't use any more than necessary. And don't make reverse bends...think of it as "S" bends. Don't do that. (see fig 1)
- b. Attachment points of rollbar or rollcage to vehicle need to be reinforced if necessary. Rusty floor? Gotta bulk it up. Any bar or cage is pointless if your attachment point will break through in a rollover or impact.
- c. Vehicles are not all built with flat surfaces and 90 degree angles so COUNTOUR your spreader plates and gussets as needed over surface.
- d. Backstays should not extend beyond rear wheels.
- e. Backstay intersection at the main (rear) hoop should be no more than 6" from the top of hoop.
- f. Topmost part of any door bar design, where bar joins rear main hoop, should NOT be higher than halfway up the door opening.
- g. Passenger door bars always required no matter door bar design choice.
- h. WITH ANY BAR OR CAGE DESIGN. The top of driver's helmet must be 2" or more below the top of front hoop or windshield frame and top of main (rear) hoop. Simpler terms, lay a board across the top, get in with your brain bucket on and see if you've got 2" to spare.
- i. Before designing any bar or cage, some of you might save a LOT of time (and headaches) if you fit your seat and yourself in the car FIRST, then measure hoop heights (see 4.h. above).

Figure 1



Again, with ALL rules and examples in this rulebook, exceptions can always be made **within reason** but **SAFETY IS PARAMOUNT**. If you've got something that falls outside the lines of the rules, just ask. Email us at hooptiex@gmail.com or message us on IG or FB @hooptiex.