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SERIES RULES

TABLE OF CONTENTS

Section 1	Governing Rules & Event Structure	Page 3-4
	<ul style="list-style-type: none">1 ESCORRT LLC and the BajaHa Racing Series2 Sanctioning Body Operations3 General Rules and Understandings4 Race Format5 Winning and Awards	
Section 2	Vehicle & Driver Eligibility	Page 5-6
	<ul style="list-style-type: none">1 Truck Race Groups2 Vehicle Eligibility3 Driver & Crew Eligibility	
Section 3	Driver/Crew/Spectator Safety	Page 7-8
	<ul style="list-style-type: none">1 General Driver/Crew/Spectator Safety Rules2 Helmets & Neck Gear3 Suits & Fire Gear4 Pit Area Fire Protection	
Section 4	Truck Construction & Safety	Page 9-20
	<ul style="list-style-type: none">1 Roll Cages2 Roll Bar Tube Types3 Cage Design4 Seat Types5 Location, Restraints and Mounting6 Safety Harness Types7 Safety Harness SFI or FIA rating and dating8 Harness Mounting9 Proper Harness Wear10 Wheelbase11 Frame12 Body Elements13 Glass, Headlights, Taillights and Mirrors14 Side Window Nets15 Firewall16 Extinguisher Types Allowed17 Extinguisher Mounting and Marking18 Fuel Cells19 Kill Switch20 Gas Pedals21 Electrical Systems22 Engine23 Transmission24 Exhaust25 Suspension26 Tires27 Wheels28 Steering29 Brakes30 AMB Transponder Systems	





&



SERIES RULES

Section 4	Truck Construction & Safety (continued) 31 Camera Mounting 32 Truck Numbers	Page 10-20
Section 5	Total Invested Truck Value 1 Components Exempt From the \$1000 Limit 2 Components Counting Towards the \$1000 Limit	Page 21
Section 6	Inspections and Penalties 1 Pre-Race Inspection 2 Protest Rule 3 Post-Race Impound and Inspection 4 Penalties	Page 22-24
Section 7	Membership, Applications, Teams & Refunds 1 ESCORRT Membership 2 Entry Applications 3 Teams 4 Refunds 5 ESCORRT Right to Ammend	Page 25-26
Section 8	Event Code of Conduct 1 General Conduct 2 Alcohol & Drugs 3 Children & Pets	Page 27
Section 9	Rules of the Dirt 1 It's Always Your Fault 2 Don't Go On Your Roof 3 No Drinking 4 Stupid Driving Penalties 5 Flagging	Page 28-29
Section 10	Rules of the Pits 1 Required Safety Equipment for Each Pit 2 Fueling 3 Pit-Lane Speed	Page 30

APPENDICES & DETAILED INFORMATION

Appendix A	Roll Cage Diagrams	Page 31
Appendix B	Flags/Safety Lights	Page 32





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SERIES RULES

Section 1 Governing Rules & Event Structure

1. Basic Competition Rules

1.1 ESCORRT LLC and the BajaHa Racing Series

- 1.1.a ESCORRT LLC is the sole owner, and sanctioning body of the BajaHa Racing series
- 1.1.b The terms ESCORRT and BajaHa are trademarks of ESCORRT LLC.
- 1.1.c The ESCORRT and BajaHa logo is copyrighted
- 1.1.d "Dirty. Cheap. Fun." is a registered trademark of ESCORRT LLC.
- 1.1.e ESCORRT LLC and the BajaHa Racing events are private motorsports organizations. ESCORRT reserves the right to refuse any entry application or deny the issuance or revoke a previously issued membership for any reason or no reason, except on the basis of race, creed, color, sex, sexual preferences, religion or national origin.
- 1.1.f If incorrect information is used on an application, it may be denied, or if already accepted, it may be revoked. Put the right information on our applications!

1.2 Sanctioning Body Operations: ESCORRT shall adhere to these basic competition rules

- 1.2.a This is the end-all-be-all of rules governing all BajaHa events. ESCORRT may revise or add supplements to the rules at any time. Any and all rules are subject to amendment at any given time, either written or verbally (at any event then put into writing later), at the sole discretion of ESCORRT based on improving or maintaining safety, equity in competition, cost reduction, clarification or to deter cheaters and whining.
- 1.2.b There will be NO strained, distressed or stretched interpretations of the rules. The rules will be applied in a logical manner, minding that not ALL situations will be specifically covered. Interpretation and application of the ESCORRT rules by ESCORRT officials are final and binding.

1.3 General Rules and Understandings

- 1.3.a All drivers and crew MUST sign an ESCORRT release, waiver and acknowledgement agreement upon event arrival. If the driver/crew member is a minor he/she MUST bring a minor release waiver signed by a parent or guardian and have the parent or guardian present.
- 1.3.b All drivers, crew and other non-driving attendees must wear a wristband, obtained when they sign the release waivers at event arrival, the entire race weekend.
- 1.3.c Racing is dangerous! Your truck may be destroyed/damaged. You may be injured or killed. If you do not have an appreciation and respect for this, re-think racing in the BajaHa. It just might not be for you.
 - 1.3.c.1 Insurance: ESCORRT carries and provides insurance for facility and event liability; however, ESCORRT is NOT your primary insurance provider. ALL competitors must have personal health and/or medical insurance to cover their medical needs (ambulance transport, initial medical screening, etc.). You should not be engaged in dangerous activities such as auto racing if you do not have adequate personal insurance protection. Participants that do not have insurance will be personally liable for financial charges and fees associated with any medical care.





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SERIES RULES

- 1.3.d ESCORRT Organizer decisions are FINAL. No discussions, negotiations or arguments.
 - 1.3.e At any time, a truck that is deemed unsafe for competition by ESCORRT officials will be removed from the event.
 - 1.3.f At the discretion of ESCORRT Officials, if a driver or truck is deemed as unsafe, he/she/it will be removed from the event.
 - 1.3.g RACE DISQUALIFICATION: At any time, an ESCORRT Official may issue a disqualification notice to the Team Leader (or other representative). Your truck may be disqualified (no trophy, no winnings) if you disobey one or more of the following:
 - 1.3.g.1 You have hidden or concealed something illegal on your truck
 - 1.3.g.2 You have blatantly violated or failed to meet the intent of ESCORRT's rules
 - 1.3.g.3 You have seriously and repeatedly violated driving safety rules
 - 1.3.h Truck teams are liable for any and all damage their truck may have caused to the track, the barriers, safety equipment and/or track equipment.
 - 1.3.i ESCORRT is not liable NOR will there be any compensation to a person, team or organization for any loss of any kind. Don't even try.
 - 1.3.j ESCORRT reserves the right to change the time, date, location, format, length, purse and/or schedule of the BajaHa due to conditions, circumstances or other external factors out of ESCORRT's control, or for any reason otherwise. These factors include, but are not limited to: weather, track conditions, truck-count/participation, track safety, track contractual changes, etc.
 - 1.3.k Anyone at the BajaHa Racing event may be photographed, recorded, or otherwise reproduced and re-used whenever and wherever the heck ESCORRT would like (including but not limited to television, internet, magazines, radio, video, etc.). You won't get a penny unless somebody sees it and buys you a soda.
- 1.4 Race Format
- 1.4.1 The ESCORRT BajaHa events will have a 2-day event with a 6-to-12 hour session each day. One entry fee covers racing on both Saturday and Sunday. Registration, Tech Inspection and Gear Inspection occurs the day before the event starts.
- 1.5 Winning and Awards
- 1.5.a When the checkered flag waves and all penalty laps are tabulated, the truck that has completed the most laps will be named the winner.
 - 1.5.b Podium-winning trucks do not have to be running or on track when at the race end.
 - 1.5.c Awards will be given to the top three finishers in each class (detailed in Section 2) and to the "Best in Show – Theme" for the truck that has the best theme execution (this includes team members too). The "Best in Show" awards will be chosen by ESCORRT officials along with participant votes.
 - 1.5.c.1 First place will get a trophy and \$1000
 - 1.5.c.2 Second place will get a trophy and \$500
 - 1.5.c.3 Third place will get a trophy and \$300
 - 1.5.c.4 "Best in Show – Theme" will get a trophy and \$500
 - 1.5.c.5 "Best in Show – Design" will get a trophy and \$500
 - 1.5.d Sponsorship contingency awards will be given out at the end of the race weekend.





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SERIES RULES

Section 2 Vehicle & Driver Eligibility

2. Eligibility

2.1 Truck Race Groups

2.1.a There are three (3) groups of racing to provide a greater opportunity for all levels of prepared trucks and experienced drivers to have fun and win on the dirt.

2.1.a.1 **Group 2M** (*Meadow Muffins*) – the basic race group. This includes the trucks that will spend more time in the pits than on track or for the teams with inexperienced drivers...or both. It is the underdog disaster-on-wheels that we all cheer for.

2.1.a.2 **Group D** (*Dingleberries*) – the intermediate group. Slightly better trucks. Maybe, even drivers with some racing/off-road experience. Some days will be better than others, but they are out there getting dirty and having fun!

2.1.a.3 **Group HT** (*Hot Tamales*) – the group for those who really are out there to compete. The trucks are well built and the teams are made up of drivers who know what they are doing. They will be passing people, so get out of their way or they might land on you.

2.2 Vehicle Eligibility

2.2.a Only mass-produced, four-wheeled trucks legal for US and Canadian street and highway use are permitted to enter.

2.2.b ALL trucks must meet the safety standards set within the ESCORRT Truck Construction Rules

2.2.c Maximum value of the truck (excluding the safety equipment costs) should not exceed \$1000. If it does exceed the \$1000 limit, appropriate penalty laps will be issued or the truck may not be accepted into the race (only in extreme cases).

2.2.d ESCORRT Officials reserve the right to move ANY truck from one race group to another (including during the race and in post-race inspection) if the truck shows performance characteristics, parts, components, assemblies and/or has been modified to warrant a re-classification to another race group more fitting. In other words, if it runs, looks, or acts like it should be in a different race group, then ESCORRT will put it there.

2.2.e All trucks MUST adhere to the Fueling and Pit/Paddock Rules

2.3 Driver & Crew Eligibility

2.3.a All adult drivers MUST have a valid State Drivers License or International Drivers license. It is not required but would be good if participating drivers have a Vintage Racing, SCCA, FIA or other Professional Race-Sanctioned license too.

2.3.b Drivers MUST be AT LEAST 14 years of age. If the participating driver is between the ages of 14-18, to race, he/she MUST have the following:

2.3.b.1 Have a legally notarized waiver of liability and media release

2.3.b.2 Have a legally notarized letter of permission signed by a parent or guardian

2.3.b.3 Prove at least 2-years of prior racing experience.

2.3.b.4 Signing parent/legal guardian must be present when the minor is on track





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SERIES RULES

- 2.3.b.5 A MAXIMUM of two (2) minors are allowed PER TEAM
- 2.3.c Crew members who are minors (at least 14 years of age) must have:
 - 2.3.c.1 Have a legally notarized waiver of liability and media release
 - 2.3.c.2 Have the letter of permission either notarized OR signed by a parent/legal guardian in front of an ESCORRT Official
- 2.3.d All adult drivers and crew must have the following paperwork to participate:
 - 2.3.d.1 Sign the waiver of liability at registration
 - 2.3.d.2 Sign the media release form at registration
 - 2.3.d.3 The copies of these forms are on the ESCORRT website
- 2.3.e One last thing...no whining allowed! Drivers and Crew that blatantly break this rule will never be allowed back again. We are here for fun. Whining is not fun for anyone.





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SERIES RULES

Section 3 Driver/Crew/Spectator Safety

3. Driver/Crew/Spectator Safety

3.1 General Driver/Crew Safety Rules

3.1.a Safety equipment **MUST** be certified, as mentioned in the respective equipment sections.

3.1.b If you are buying new stuff, don't remove the tags

3.1.c If you are buying used stuff be sure that:

3.1.c.1 The certification tags are there

3.1.c.2 That it is not expired or sub-par

3.1.c.3 There are no rips or extreme wear

3.1.d No passengers are allowed in the race vehicle anytime the vehicle is in motion

3.1.e No race vehicles are allowed on-track unless:

3.1.e.1 It has approval from an ESCORRT Official

3.1.e.2 There is safety and emergency equipment on the premises.

3.1.f All required safety equipment must be installed, worn and/or implemented at ALL times when on the track.

3.1.g Only authorized personnel are allowed on track.

3.2 Helmets & Neck Gear

3.2.a Full-face standard-style helmets with working Lexan shield are required. Since this is off-road, you had better get some tear-offs for that Lexan shield!

3.2.b Be certified to one or more of the following standards:

3.2.b.1 Snell Memorial Foundation SA 2005 or SA2010 with a legible Snell sticker attached.

3.2.b.2 SFI Spec 31.1/2005 with a legible SFI sticker attached.

3.2.b.3 FIA 8868 with a legible FIA sticker attached.

3.2.b.4 Helmets with a Snell rating of "M" (for motorcycle) will NOT pass tech.

3.2.b.5 It **MUST** have a Snell "SA" rating (this is for automobiles).

3.2.b.6 The helmet's Snell SA rating sticker **MUST** be attached (it will be on the outside or under the padding inside. You can't find it, our Tech guys wont either. **No Sticker = No Racing**

3.2.c If the vehicle is on the track, SFI certified helmet support or head/neck restraint system is mandatory

3.2.c.1 Helmet support system (minimal protection) must be certified to SFI spec 3.3 with a legible sticker attached. **No Sticker = No Racing**

3.2.c.2 Head and neck restraint system (better protection, and highly recommended) must be certified to SFI spec 38.1 with a legible sticker attached. **No Sticker = No Racing**

3.2.c.3 The head and neck restraint, when connected, must be mounted, configured, maintained and used in accordance with the manufacturer's instructions.





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SERIES RULES

- 3.2.c.4 It is the responsibility of the driver to ensure that his/her restraint is correctly installed, maintained, and properly used.
- 3.2.c.5 Some legit head/neck devices are HANS, NecksGen, Isaac, Simpson, Hutchens, etc.
- 3.3 Suits & Fire Gear
 - 3.3.a This is purpose-built fire-resistant gear specific for automobile racing. These are one-piece suits that go from the neck, to the ankles, to the wrists. The proper, current, valid certification tag or embroidery patch from SFI or FIA **MUST** be on the suit.
No SFI/FIA rating = No racing
 - 3.3.a.1 Drivers must have shoes and gloves with an SFI Spec rating of 3.3/5 or higher (labels attached)
 - 3.3.a.2 Recommended Driver and Crew suits should have an SFI rating of 3.2A/5 or higher. These suits do NOT need a fireproof underwear layer, though one can be worn, if desired.
 - 3.3.a.3 We will accept 3.2A/1 suits, but **ONLY** if there is a layer of fireproof underwear worn at the same time. The fireproof underwear must have a rating of at least 3.2A/3. This is the lowest rated suited (with underwear) allowed to race.
 - 3.2 Some legit fire-resistant suits include Sparco, OMP, Alpinestars, G-Force, Simpson, Bell, etc.
 - 3.3 Non-certified fire-resistant suits will NOT be accepted, i.e. military-spec, firefighting, go-kart gear
 - 3.4 Nomex fire-resistant socks and balaclava (head socks), and other underwear are highly recommended
 - 3.5 Synthetic materials prone to melting (polyester, synthetic fleece, nylon, etc.) are forbidden
- 3.4 Pit Area Fire Protection
 - 3.4.a Each pit must always have 2 fully charged 10 lbs dry chemical ABC fire extinguishers
 - 3.4.b Bulk fuel storage, metal drums, electric fuel pumps and metal hand pumps are NOT permitted.
 - 3.4.c Fuel jugs must be DOT-approved plastic. Plastic fuel pumps are the only ones allowed in the pits
 - 3.4.d **THERE IS NO SMOKING IN THE PIT AREA!!!!**
 - 3.4.e Any awning over 100 sq ft must have a valid flame certificate





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SERIES RULES

Section 4 Truck Construction & Safety

4. Truck Construction & Safety

The following rules are intended to cure insomnia and provide a safe, inexpensive, and fun off-road group of vehicles. (Really, how could an ESCORRT not be fun!?) We recognize, respect, and admire the efforts of the established professional off-road racing sanctioning bodies that hold events we love to watch and wish to participate in after we develop some talent or win the lottery. These established sanctioning bodies might have classes of professional or sportsman trucks that are very close to ESCORRT specifications. We might accept these trucks, should they adhere to the \$1000 limit to the cost of the base truck. Penalties will be assessed. (rule 2.2.c.)

4.1 Roll Cages

- 4.1.a Best advice, *use a professional cage builder/installer*. Shop around because this can cost a butt-load or be ridiculously cheap...and price isn't always associated with quality. Be sure they know the ESCORRT cage specifications too.
- 4.1.b *Buy a Pre-Made Kit*. BE SURE OF WHAT YOU ARE BUYING THOUGH! You will need a fully-welded cage kit for serious racing. "Drag Cages" or "Street Cages" won't cut the mustard for the BajaHa.
- 4.1.c *Buy a Tubing Kit*. Here you buy the pre-cut raw tubes, but need to know enough of what you are doing to bend, weld and grind them to what you need.
- 4.1.d Poorly built/installed, inadequately fitted or badly engineered cages will NOT compete

4.2 Roll Bar Tube Types

- 4.2.a Must use purpose-built roll bar tubing (muffler pipe, water pipe and electrical conduit are not acceptable). Seamless, drawn-over mandrel (DOM) mild steel roll bar tubing is highly recommended. Seamed mild steel roll bar (ERW) tubing is a cheaper but less robust alternative. For the additional safety, the extra cost of DOM tubing is well worth it.
- 4.2.b Minimum tube sizing – outside diameter of 1.75" and wall thickness of .120"
- 4.2.c Additional tubing beyond the minimum requirements may be added and does not have to be 1.75" x .120". We recommend a minimum cage tubing of 1.50" x .120" or 1.75" x .095"

4.3 Cage Design

- 4.3.a It should follow the cab's original contours and contain as few bends as possible since straight tubes are the strongest. A single, continuous piece of tubing (bent as needed) should be used for major cage elements – don't splice short pieces of tubing together as a short cut. All load-bearing members should be made of a single, continuous tube.
- 4.3.b Minimum cage requirements are:
 - 4.3.b.1 Full front and rear hoop braced to each other with two straight tubes running as close to the roof's edges as possible (halo type and side/downbar type are acceptable)
 - 4.3.b.2 Three driver-side door bars, two passenger-side door bars, X-design is acceptable (See Appendix A)





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SERIES RULES

- 4.3.b.3 Proper shoulder-harness mounts located between zero to 15-degrees lower than the harness' seat-entry point
- 4.3.b.4 One main-hoop diagonal - appropriate main-hoop backstays with no bends, located as close to 45-degrees from horizontal as possible
- 4.3.b.5 Proper reinforcement spreader plates and gussets
- 4.3.b.6 Complete, deep and clean 360-degree welds at all joints – including truck-to-cage joints
- 4.3.b.7 All tubing that could come in contact with a driver (head, knees, elbows, etc.) must be padded with high-density, purpose-built roll-bar padding
- 4.3.c The basic cage requires at least 6 major mounting points to the truck:
 - 4.3.c.1 2 where the front hoop meets the truck
 - 4.3.c.2 2 where the main hoop meets the truck
 - 4.3.c.3 2 where the main hoop backstays meet the truck (2 straight reinforcing tubes connecting to the main hoop to stout mounting points at the rear)
- 4.3.d *Door Bars* – A minimum of 3 horizontal door bars are required on the driver's side and 2 on the passenger side. They run between front and rear hoops to protect against side impacts, but still allow for easy entry/exit for drivers. Additional vertical reinforcing bars connecting the horizontal door bars and/or the door bars to the rocker for added strength are suggested.
- 4.3.e *Shoulder-Harness Anchors* - the best place to anchor the shoulder straps is to a horizontal harness-mounting bar behind the driver. The anchors must be even with or no more than 15-degrees below the point-of-seat entry.
- 4.3.f *Main Hoop Diagonal Support* - run one straight diagonal support tube from the driver's side top corner of the main hoop to the passenger's side bottom cage mounting pad at as close to a 45-degree angle as possible. If it intersects with the harness bar either cut the diagonal support bar into 2 pieces or cut the harness bar in two sections to deal with the intersection. No matter which bar is cut in two sections, it should still form a very straight, clean line.
- 4.3.g *Reinforcements* - All spreader plates must be made of mild steel, at least 24 square inches and .125" thick. Spreader plates, backing panels, gussets and other reinforcing elements must reinforce all attachment points so in the case of a crash, the cage will not punch-through, tear, distort or disrupt the attachment point.
- 4.3.h Tube bends should show no crimping, crushing, stretching, narrowing or other abnormalities
- 4.3.i Don't crowd your driver's space with the cage bars. Helmets should have at least 2-inches clearance from the top of the cage
- 4.3.j Driver's should be able to get in and out quickly. Practice this before the event.
- 4.3.k Separate structures to protect fuel tanks cannot be attached to the roll cage and cannot allow rear-impact loads to be transferred to the roll cage.
- 4.4 Seat Types
 - 4.4.a All race vehicles must use seats that are one-piece, purpose-built for racing with properly located, factory-provided harness holes.





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SERIES RULES

- 4.4.b NO STOCK SEATS!
- 4.4.c NO seats of molded plastic ABS or similar material.

- 4.5 Location, Restraints and Mounting
 - 4.5.a Seats must remain in stock location, though it is MANDATORY to install additional bracing to securely mount and reinforce it to the vehicle's frame to avoid separation during a crash and seatbacks restrained from rearward failure.
 - 4.5.a.1 Check for loose hardware, flimsy floorpans, damaged bolt holes, weak sliders or any other elements that move about that would cause the seat to not be securely mounted. If the seat is not mounted securely...you don't get to race.
 - 4.5.a.2 All seats, including those on adjustable tracks (though it is recommended to use these), MUST show minimal looseness and no lateral or vertical free-play movement.
 - 4.5.b Head and neck restraints designed and installed to prevent whiplash are mandatory.
 - 4.5.b.1 Restraints must be a headrest of at least 2-inch thick padding, 36 square inches in area
 - 4.5.b.2 They must be strong enough to withstand major impacts from any angle without any bending
 - 4.5.c Seats must be prevented from failing backward
 - 4.5.c.1 Permanently attached seatback braces are highly recommended, but must always be appropriate for the seat type – the plate where the seatback meets the brace must encompass the seat's main structural elements, and be large enough not to push through the seat or concentrate loads on a driver in an accident. You might have to create your own larger, custom-shaped plate as the plates sold with commercial braces are usually too small
 - 4.5.c.2 If seats without seatbacks braces are used, a strong seat-width retaining (or harness) bar must be located within 6-inches of the seatback.

- 4.6 Safety Harness Types
 - 4.6.a 5-point harness is a minimum requirement
 - 3.1.a.1 2 lap belts, 2 should harnesses, and 1 crotch ("antisubmarine") strap
 - 4.6.b 6-point harness is recommended
 - 3.1.b.1 2 lap belts, 2 should harnesses, and 2 thigh ("antisubmarine") straps
 - 4.6.c Shoulder Harnesses
 - 4.6.c.1 Single Y-point shoulder harnesses are NOT allowed
 - 4.6.c.2 When seen from above, the shoulder harnesses should be closer at the mounting points than at the seat-entry point
 - 4.6.c.3 2-inch HANS-type shoulder belts can be used ONLY if ALL drivers use HANS-type devices
 - 4.6.d Lap Belts
 - 4.6.d.1 Must be no less than 3-inches wide





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SERIES RULES

- 4.6.d.2 Seat belts and shoulder harnesses must connect at the lap belt with a quick release buckle
- 4.6.d.3 Both ends must fasten to the roll bar cage. Bolt-in style belts must be fastened with high-quality graded bolts no less than .375". Clip-in belts must be cotter pinned or safety wired.
- 4.6.e Sternum straps are NOT allowed
- 4.7 Safety Harness SFI or FIA rating and dating
 - 4.7.a Must be certified to SFI specs 16.1 or 16.5
 - 4.7.b Dated within 5 years of the race
 - 4.7.c Tags and expiration dates must be attached
 - 4.7.c.1 SFI have punchout tags showing the manufacture date
 - 4.7.c.2 FIA belts have expiration dates
- 4.8 Harness Mounting
 - 4.8.a To sheet metal – 3-inch steel plates or competition-grade (2.5-inch or larger) load washers with competition-grade hardware or Grade 8 or better fastener load required
 - 4.8.b Antisubmarine straps should be mounted vertically and behind, NEVER ahead, of the belt buckle.
 - 4.8.b.1 Should be mounted as close to the driver as possible (yes, close to the private parts)
 - 4.8.b.2 Use steel plates or 3-inch load washers with Grade 8 or better fasteners to mount to the floor
 - 4.8.c Lap belt mounting recommended angle of 45-degrees (between driver's hip and floor)
 - 4.8.c.1 Keep the distance from the hip to the mounting point as short as possible
 - 4.8.c.2 Lap belt angle should NEVER exceed 60-degrees
 - 4.8.d Shoulder harness mounting must be between 0-15 degrees below the seat-entry point
 - 4.8.d.1 Keep the distance to a minimum between the seat and anchors (so it doesn't stretch)
 - 4.8.d.2 Shoulder harness mounts should NEVER be above the seat-entry point
 - 4.8.d.3 Ideal mounting spot is a harness bar – a horizontal cage tube running from the driver's side main hoop to the passenger sider main hoop at the proper height to the seat-entry point. This bar is made of the same tubing as the roll cage. Pre-fab cages should have one.
- 4.9 Proper Harness Wear
 - 4.9.a First, tighten the lap belt; Second, tighten the shoulder harnesses; Third, tighten the antisubmarine straps. This is a TWO-person job. You can't do this properly by yourself.
 - 4.9.b Belts must be properly threaded with at least a 4-inch tail
 - 4.9.c Snug-sliders moved as close to mounting plate or harness bar as possible
 - 4.9.d If the belts are passing through narrower hardware (i.e. a 3-inch belt through a 2-inch mounting plate), they should be neatly and evenly folded
 - 4.9.e BEFORE the race - all drivers need to be sure they can reach all the controls and switches, fire extinguisher and main kill switch





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SERIES RULES

- 4.10 Wheelbase
 - 4.10.a Must remain stock OEM original length
- 4.11 Frame
 - 4.11.a Complete, unaltered stock OEM frames and cross members are required – no narrowing or lengthening. Yes, you can remove unused brackets.
 - 4.11.b Truck bed floors must be intact
 - 4.11.c You can reinforce the frame by adding material. In fact, you should.
- 4.12 Body Elements
 - 4.12.a Original body shape must remain, and reinforcements can and probably should be added – see “Roll Cage” sections 4.1-4.3
 - 4.12.b Body lift kits up to 3-inches MAX are allowed – riser blocks in the rear of the truck MUST be solid material
 - 4.12.c Tailgates are optional. If used, must be welded or bolted shut.
 - 4.12.d Hood, grill, and bed-sides must be stock and have strong fasteners holding them in place.
 - 4.12.e Structural elements (i.e. nerf bars, wheel-protection cages, or crash bars) that go past the original bodywork are NOT allowed.
 - 4.12.f Bumpers and nerf bars must have looped ends and be designed in a way to inhibit vehicles from becoming locked together. Bumpers cannot protrude past the outside of the tires when viewed from the front or back. Nerf Bars cannot extend past the widest portion of the body and must be attached to the frame.
 - 4.12.g Rear bumpers must be secured to the frame with 1.5” tubing to protect the fuel cell from impact
 - 4.12.h Front bumpers are required, but cannot be more than 12-inches in front of the hood.
 - 4.12.i Doors must remain as made by the manufacturer. Outside handles, interior material (regulators, windows, window tracks, etc.) must be removed to make space for the roll cage. The doors must be welded or bolted shut.
 - 4.12.j Anything loose in the cockpit MUST be removed. Loose wiring, hoses and cables must be secured. Carpet, insulation and anything flammable MUST be removed. Plastics should be stripped out if practical. Unused tabs and brackets can be removed too.
 - 4.12.j.1 Any fuel, oil or coolant lines running through the driver’s compartment must be encased in heavy-duty conduit, durable steel, aluminum pipe, or strong metal plate. Good condition OE metal lines are ok, but encasement is still a good idea.
 - 4.12.k Aftermarket analog and electrical gauges can replace the removed stock dash. No Electronic dashes allowed.
 - 4.12.l Fenders are mandatory and NO bending or flaring allowed. They must be bolted on. Inner fenders/skirts may be removed.
 - 4.12.m If the truck has a sunroof, it MUST be covered by a firmly attached original sunroof panel, a fabricated metal panel secured and fixed in place, or a securely fixed roof net made of SFI-approved window net. NO chicken wire or screen-door mesh





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SERIES RULES

- 4.12.n Tow-strap locations must be selected (or added) at good, strong places in the front and rear of the truck. They must be CLEARLY marked with the "TOW" arrow sticker.
 - 4.12.n.1 Minimum 2-inch diameter opening, but a 3-inch opening is recommended (most tow hooks are 2-2.5 inches, so if the strap doesn't fit, it's your bad)
 - 4.12.n.2 If not on front/rear bumper, then put on the upper-left hand corner of the roll cage
- 4.13 Glass, Headlights, Taillights and Mirrors
 - 4.13.a All stock glass must be removed. A rock guard covering the driver's half of the windshield opening is mandatory. A rock guard covering the entire windshield opening is optional, but probably a wise choice. Rock guards must have a minimum .125" rod and a maximum 1.5-inch square opening welded at each intersection.
 - 4.13.b Headlights, taillights and side markers must be removed. Details about lights for night racing will be posted as needed for events.
 - 4.13.c A minimum of two (2) Brakes lights MUST work and be protected or located where a slight rear-impact will not break or obscure them.
 - 4.13.d All glass mirrors must be covered with clear packing tape or tear-off material
- 4.14 Side Window Nets
 - 4.14.a Certified to SFI spec 27.1 and have the manufacturer label attached
 - 4.14.a.1 Honeycomb-mesh or ribbon-style window nets are allowed
 - 4.14.a.2 Ribbon-style nets should be made of 1-inch nylon with a maximum 1.75-inch square opening
 - 4.14.b Net must cover the entire window with no more than 3-inches of access to the driver
 - 4.14.c Window net mounts should be welded to the roll cage. NO Spring-type mounting.
 - 4.14.d The rods should be a minimum of .5" solid steel and go 1-inch the upper rear mount tab. Rods on top and bottom are required.
 - 4.14.e The window net should fit tightly and be secured with a safety belt-type latch (part# Jaz-90803, Crow-11325, Mastercraft-11325). Push-button latches, and Velcro are NOT allowed. The latch MUST be located at the front-top of the window
 - 4.14.f Drivers...practice getting in and out with taking down the window net BEFORE the event!
- 4.15 Firewall
 - 4.15.a Must be metal OEM firewall
 - 4.15.b It is to separate the engine and fuel source from the driver compartment – so FRONT and REAR firewalls are required. SUV's included, meaning a fabricated firewall must be installed that covers the entire width of the cab's interior and from the floor pan to the top of the driver's shoulders.
 - 4.15.c Gaps or holes under 2-inches in diameter MUST be sealed with a metal plate or OE-type grommet. We don't want to be able to see through any part of the firewall.
 - 4.15.d Holes over 2-inches MUST be closed and sealed with a metal plate that is bolted, welded or riveted in place
 - 4.15.e Engine and air cleaner must be covered with a metal OEM/replacement hood. Any air cleaner opening must face away from the driver





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SERIES RULES

- 4.16 Extinguisher Types Allowed
 - 4.16.a Each truck must have a 2.5 lbs or larger (5 lbs is recommended) fire extinguisher
 - 4.16.b Must be fully charged Purple K, Type 10B:C, or Type A:B:C extinguisher
- 4.17 Extinguisher Mounting and Marking
 - 4.17.a It must be easily reached by the strapped-in driver
 - 4.17.b Secured via a proper, purpose-made, all-metal quick-release bracket
 - 4.17.b.1 No sheetmetal or self-tapping screws can be used for mounting.
 - 4.17.c MUST be marked by a circle "E" decal.
- 4.18 Fuel Cells
 - 4.18.a Must have a current FIA certificate
 - 4.18.b Each truck must use a commercially made, purpose-built fuel cell and mount it in the center of the truck bed and behind the rear axel
 - 4.18.b.1 Mounted with at least 1-inch by .25-inch thick flat steel bar stock and a minimum .375-inch diameter and Grade 8 or better fasteners.
 - 4.18.b.2 Have a minimum of 3 straps holding the cell in the truck
 - 4.18.c It must have a deformable, puncture-resistant bladder encased in a metal housing
 - 4.18.c.1 The housing must be made of steel or aluminum at least 16-gauge
 - 4.18.c.2 With fuel-resistant, anti-splash foam
 - 4.18.d There must be a .125-inch skid plate protecting the bottom of the fuel cell
 - 4.18.e The fuel cell vent must be routed to keep fuel from escaping if the truck rolls
 - 4.18.f Fuel lines must be routed away from any moving objects and the exhaust
 - 4.18.g If there is a fuel leak you will automatically be removed from the track and instructed to fix it before going back out. If the fuel leak happens again your weekend is over. NO TOLERANCE!
 - 4.18.h Maximum capacity of +2 gallons over stock OEM fuel tank volume for the truck. Only ONE fuel cell allowed per truck.
 - 4.18.i Proper race-quality vents, valves, threaded fittings, hose-types and other safety features MUST be used with the fuel cell
 - 4.18.i.1 When you install a fuel cell, take out the OE fuel tank first! (Given that there was this great idea to install the OE fuel tank in the cab of trucks at one point in history, you should have removed the damn thing before you installed the cage.)
 - 4.18.i.2 Fill plates with caps ONLY. NO filler systems with metal or nylon reinforced fuel filler tubing.
 - 4.18.i.3 Cheap/poorly installed fuel cells are less safe than OE fuel tanks...do it right!
- 4.19 Kill Switch
 - 4.19.a Kill switch means ALL ELECTRICITY IS SHUT OFF. (this means ignition AND battery) in other words, the truck engine and all lights and other electrical accessories are off when kill switch is engaged.
 - 4.19.b MUST be a race-type master electrical kill switch easily turned on and off by the belted in driver





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SERIES RULES

- 4.19.c MUST be red and marked with a Lightning Bolt sticker, with the "OFF" position clearly indicated
- 4.19.d MUST be easily accessible from the outside of the truck. Placed on the left-hand side of the dash panel is probably best.
- 4.19.e Located where it won't likely get hit in traffic or crunched in an accident
- 4.20 Gas Pedals
 - 4.20.a Gas pedals should have a toe hook – should it get stuck, the driver can pull it off the throttle
- 4.21 Electrical Systems
 - 4.21.a Batteries
 - 4.21.a.1 Wetted fiber or gel cell batteries only
 - 4.21.a.2 No lead acid batteries allowed
 - 4.21.a.3 The battery can be relocated, No batteries inside the cab though
 - 4.21.a.4 MUST have master on/off switch wired to the battery cutting off ALL electrical power and engine (See Kill Switch section)
 - 4.21.a.5 All Positive ("hot") terminals MUST be in a sealed battery box or covered with insulating material –including the positive terminal of the Kill Switch
 - 4.21.a.6 If left in stock location, additional reinforcement is necessary. No zip ties, bungee cords, duct tape, etc. It MUST be secure.
 - 4.21.b Ignition
 - 4.21.b.1 Working stock OEM alternator for the truck's make/model is required
 - 4.21.c Lights
 - 4.21.c.1 No flashing lights or sirens – anything that will get you confused with emergency vehicles will get you sent home.
 - 4.21.d Terminals
 - 4.21.d.1 All "hot" terminals on batteries, kill switches and other exposed points must be insulated with rubber terminal covers and/or wrapped in electrical tape. NO DUCT TAPE!
- 4.22 Engine
 - 4.22.a The engine must be STOCK OEM production/rebuild for year, make, model of truck
 - 4.22.a.1 Stock location must be retained
 - 4.22.b Engine Components
 - 4.22.b.1 All internal engine components must be stock OEM or OE style replacement
 - 4.22.b.2 Must have a working alternator
 - 4.22.b.3 Ancillaries and brackets for comfort items (A/C and heating) or emissions can be removed
 - 4.22.b.4 Intake manifold, carburetor, throttle body, and head(s) must stay STOCK in shape, size and configuration – NO porting or modifications allowed.
 - 4.22.b.5 Any air cleaner may be used, but NO cutting of the hood for clearance.
 - 4.22.b.6 Dip sticks must be secured with a positive locking or secured method. Showing up with your brother in handcuffs doesn't count.





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SERIES RULES

- 4.22.b.7 Yes, aftermarket valve covers and oil pans are allowed. The chrome ones look cool! Just remember, these are not safety items, you will be penalized for a truck that costs over \$1000. (See 2.2.c)
- 4.22.c Fuel, Coolant and Oil Systems
 - 4.22.c.1 MUST run pump gas, max 91 octane – NO race fuel, oxygenates, additives, or nitrous allowed!!!
 - 4.22.c.2 Fuel system (excluding fuel cell) must remain STOCK OEM design
 - 4.22.c.3 If the truck has an electric fuel pump, it must have power to the fuel pump routed through an AC Delco low-oil pressure switch (AC Delco #25036938) so the fuel pump shuts off if the engine stops.
 - 4.22.c.4 Coolant is WATER ONLY – no antifreeze, anti-boil, water-wetter, pee, etc.
 - 4.22.c.5 A functional coolant catch tack is MANDATORY for the truck; the driver should probably wear a diaper.
 - 4.22.c.6 The radiator may be replaced, but must remain in stock location. Electric fans are allowed.
 - 4.22.c.7 Oil system must remain STOCK OEM design, no dry sumps
- 4.22.d Any fuel, oil or coolant lines running through the cockpit must be encased in heavy-duty Flex-conduit, durable steel, steel-braided lines, aluminum pipe, or strong metal plate. Good condition OE metal lines are ok, but encasement is still a good idea – aluminum tape is NOT ALLOWED.
- 4.23 Transmission
 - 4.23.a Keep it STOCK!!! Yes, it is really that simple.
 - 4.23.b Reverse must function
- 4.24 Exhaust
 - 4.24.a Exhaust systems are OPEN so our trashy trucks at least sound cool – any headers may be used. Just remember, headers are not a safety item, you will be penalized for a truck that costs over \$1000. (see 2.2.c)
 - 4.24.b Must be designed to 1) avoid heating the fuel tank or fuel-system components, 2) avoid exhaust from going into the driver's compartment, and 3) falling off
 - 4.24.c NO exhaust leaks during the race – all joints must be properly slip-jointed, bolted or welded
 - 4.24.d Smog equipment MAY be removed, but the exhaust MUST run through at least one working muffler utilizing TWO professional-quality flexible exhaust hangers (no bailing wire or plumber's tape). See the rule above about not "falling off".
- 4.25 Suspension
 - 4.25.a Front and Rear suspension MUST maintain the STOCK OEM configuration as originally produced and the spring systems must maintain the original concept.
 - 4.25.a.1 Components and mounting points stay in the stock locations
 - 4.25.a.2 Components and mounting points can be strengthened or gusseted as needed
 - 4.25.a.3 Lowering blocks may be used in the rear
 - 4.25.b Secondary suspension is PROHIBITED





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SERIES RULES

- 4.25.c All components must be stock or OE type replacement with original mounting methods
 - 4.25.c.1 Limit straps are ALLOWED
 - 4.25.c.2 Bushings can be replaced with ONLY rubber or polyurethane
 - 4.25.c.3 Upper ball joints on A-arm trucks can be replaced with a uni-ball or aftermarket ball joint.
- 4.25.d Shocks
 - 4.25.d.1 One shock per wheel
 - 4.25.d.2 Any commercially available non take-apart shock is allowed
 - 4.25.d.3 No bypass, internal or external shocks
 - 4.25.d.4 No electronic, position sensitive, or pre 1990's style F1 shocks.
 - 4.25.d.5 No custom made shocks
- 4.26 Tires
 - 4.26.a MUST be DOT and available to the general public through normal dealer distribution. No racing tires, period.
 - 4.26.b MAX diameter is 33-inches
 - 4.26.c NO inner-liners
- 4.27 Wheels
 - 4.27.a MUST be in good repair and made of either steel or aluminum
 - 4.27.b NO wheel covers
 - 4.27.c Hub caps MUST be removed
 - 4.27.d Beadlock wheels are ALLOWED
- 4.28 Steering
 - 4.28.a Steering MUST be in stock location and components in safe working order
 - 4.28.b Box mounting should be reinforced
 - 4.28.c ALL airbags MUST be disarmed and removed
 - 4.28.d Steering wheel lock devices MUST be removed/disabled
 - 4.28.e Quick-disconnect steering wheels are allowed and RECOMMENDED
 - 4.28.f Drive Shaft
 - 4.28.f.1 Drive shaft loop(s) MUST be utilized to retain drive shaft(s)
 - 4.28.f.2 Drive shaft(s) MUST be painted white AND have the vehicle's number on it
 - 4.28.f.3 A 4-wheel drive truck probably wont help you much, but if you decide to run one, please adhere to the rules above for both of the drive shafts. OR disconnect the 4-wheel-drive and remove the front drive shaft.
- 4.29 Brakes
 - 4.29.a NO steering or turning brakes
 - 4.29.b Drum brakes CAN be converted to disc brakes using ONLY Steel rotors and calipers
- 4.30 AMB Transponder Systems
 - 4.30.a BUY one or USE one you already have
 - 4.30.a.1 Most cost close to \$500
 - 4.30.a.2 Put your transponder number on your registration form so we know you do not need a rental





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SERIES RULES

- 4.30.a.3 To look up your truck - write down your transponder number and look it up on [AMB's MyLaps website]
- 4.30.b RENT one from ESCORRT
 - 4.30.b.1 Since they cost so much...if you break one, you pay for it. That simple.
 - 4.30.b.2 Rent one for \$50 for the weekend – check one out at the track with your driver's license and credit card (in case you break it)
 - 4.30.b.3 If you return it broken, we WILL charge you the full amount for a replacement transponder – it could be more than the cost of your truck!
 - 4.30.b.4 If you return the case broken or deformed (but the transponder still works) you will be charged \$75 for the case.
- 4.30.c Location & Usage
 - 4.30.c.1 10-inches back from the front face of the front bumper center-line on the driver's side of the truck
 - 4.30.c.2 Transmitting side MUST be pointed down at the track a MAXIMUM distance of 12-inches from the track surface with nothing in the way.
 - 4.30.c.3 No metal panels, brackets, suspension parts or other components should be in the way
 - 4.30.c.4 Insulate it from any metal with a thin piece of plastic
 - 4.30.c.5 Make sure it is securely attached – 3 or 4 sturdy zip-ties should work
 - 4.30.c.6 Drivers/Teams are responsible for charging and installing the transponder – if it isn't properly charged or installed, you could be running laps without scoring them!
- 4.31 Camera Mounting
 - 4.31.a Confined within the roll cage
 - 4.31.a.1 The body of the recording device MUST be secured by a metal screw-in device – no elastic or plastic attachments
 - 4.31.a.2 A "Lipstick" camera MAY be secured with zip ties and racer tape
 - 4.31.a.3 NO helmet-mounted cameras allowed
- 4.32 Truck Numbers
 - 4.32.a Location and Visibility
 - 4.32.a.1 BOTH sides of the car AND on the hood or roof
 - 4.32.a.2 NO crazy fonts...it MUST be legible
 - 4.32.a.3 Either white numbers on black or black numbers on white, unless you sent in a design and it was approved by ESCORRT (just send an email or upload it to your truck registration form)
 - 4.32.b Size
 - 4.32.b.1 AT LEAST 12-inches tall
 - 4.32.b.2 Numbers must be minimum 1.5-inches and a maximum 2.5-inches thick
 - 4.32.c Number Selection
 - 4.32.c.1 One to four-digit numbers allowed





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SERIES RULES

- 4.32.c.2 The earlier you register, the more likely you are to get the number you want. ON your registration form, please include THREE number choices you would want for your truck.
- 4.32.c.3 Just because you had a number for one race does NOT mean you get it for the next race. If someone else registers for the next race and gets it, you're out of luck, buddy. REGISTER EARLY TO GET YOUR DESIRED NUMBER.
- 4.32.c.4 If you MUST have a particular number, ESCORRT can provide team contact information to help you facilitate a "number trade"...but don't expect us to do any more than give you the contact info





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SERIES RULES

Section 5 Total Invested Truck Value

5. Total Invested Truck Value (CANNOT EXCEED \$1000)
- 5.1 Required safety components do NOT count toward the \$1000 limit
 - 5.1.a All parts required to satisfy Section 4 are exempt
 - 5.1.b Other safety-related components that are exempt from the total invested value are:
 - 5.1.b.1 Wheels, tires, wheel bearings, ball joints, and brake components
 - 5.1.b.2 Exhaust systems downstream of the header/exhaust manifold – this DOES NOT include turbos and related components
 - 5.1.b.3 Driver comfort & information (steering wheel, shifter, gauges, pedals, cool suits, vents, heaters, team radio)
 - 5.1.b.4 All fuel hoses, fuel fittings, fuel filters, and related mounts
 - 5.1.b.5 Fuel-system components UPSTREAM of the fuel pump, including tanks/cells, mounts, fillers, vents, etc. – SO fuel pumps, carburetors, injection pumps, computers, and individual injectors are NOT exempt from the \$1000 limit
 - 5.1.c Registration, Insurance and license DOES NOT count toward the total...but why would you get that stuff anyways?
 - 5.1.d Don't try to fool us – just because it "should" be worth \$1000 doesn't mean it is.
 - 5.1.e There is NO SUCH THING AS FREE PARTS. Even if you are sponsored by a race shop or your buddies gave you some kick-ass parts for free, it still counts towards your investment total.
 - 5.1.f If you didn't pay for the labor (i.e. you and your amigos did it) then it does not count towards the investment total. If you paid a shop for labor, THEN it DOES count!
 - 5.1.g If you sell pieces off of your truck that do not apply to exempted safety components then the value of your truck comes down.
 - 5.1.h Don't try to bullshit our bullshitters. ESCORRT tech guys can smell it a mile away, and they themselves know the tricks and are full of crap too. They will decide if it is a \$1000 truck, so come prepared to explain away your transactions. If they deem a truck worth over \$1000, then they will assess the penalty. Bring pre-race photos, receipts, and other verifiable information to the tech inspection (BS inspection, really).
 - 5.1.i Theme decorations do NOT count towards the \$1000 limit, provided that your truck isn't race-truck themed and therefore using race parts as part of the "décor." Feel free to paint your turd gold or put lipstick on your pig.
 - 5.2 Non-safety and non-theme related improvements DO count towards the \$1000 limit
 - 5.2.a Some components that count toward the \$1000 limit include, but are not limited to:
 - 5.8.a.1 Suspension, stub axles, sway bars, trailing arms, lowering/lift kits
 - 5.8.a.2 Aluminum or specialty drive shafts, drive axles
 - 5.8.a.3 Caliper or wheel adapters, hubs, rack-and-pinion units
 - 5.8.a.4 Turbos, performance headers, splitters, spoilers, brake ducting, and other performance-related accessories or aero-devices
 - 5.2.b If your truck is worth more than \$1000, appropriate penalties will be assessed.





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SERIES RULES

Section 6 Inspections and Penalties

6. Inspections & Penalties

6.1 Pre-Race Inspection

- 6.1.a Our inspection process DOES NOT insure, certify or warrant that the truck or any of its components is safe to drive let alone race, nor that it complies with all of the rules. It also does not mean that ESCORRT is responsible for the safety and operation – that is ALWAYS the responsibility of the drivers, crew and vehicle owner. ESCORRT LLC and its directors, officials, sponsors, employees and track representatives make NO assurances that every problem with rule compliance will be found, that defects on the truck or driver's equipment will be found, nor can they prevent bodily injury, death or personal monetary loss/damage.
- 6.1.b At least one (1) team member MUST remain with the truck through the pre-race inspection process
- 6.1.c Safety Inspection
 - 6.1.c.1 ALL trucks MUST be inspected by an ESCORRT Safety Official on the day prior to the race.
 - 6.1.c.2 The ESCORRT Safety Official will be looking for required safety items and adherence to the safety rules set in the Basic Competition Rules
 - 6.1.c.3 Along with the truck, all driver and crew safety clothing and gear MUST be inspected and approved.
- 6.1.d Technical Inspection – this is for adherence to the \$1000 limit
 - 6.1.d.1 ALL trucks MUST be inspected by an ESCORRT Technical Official on the day prior to the race.
 - 6.1.d.2 Bring your receipts, photos and proof of value to this inspection
 - 6.1.d.3 The ESCORRT Technical Official has final say...you start to whine? Guess what, you might not race. See Rule 2.3.e.
 - 6.1.d.4 If you think you can bribe us, well you might be right. Just be clever with it. Ordinary or cliché bribes are strictly forbidden.
- 6.1.e Theme/Engineering Inspection
 - 6.1.e.1 Though ESCORRT would love to see people getting into the spirit of the BajaHa, this is NOT required to pass tech or participate.
 - 6.1.e.2 This is where we will look for the "Best In Show – Theme" award...yes, you can win money and not even have to win the race! See rules 1.5.c.4 and 1.5.c.5.
 - 6.1.e.3 Giving that your theme and creativity do not include performance-enhancing parts, the expenses related with your truck's theme do NOT count toward the \$1000 limit.

6.2 Protest Rule

- 6.2.a Cheating, driving like complete idiots, ruining the fun for everyone else, or generally screwing up the event and your team will be disqualified and asked to leave. If a team





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SERIES RULES

believes a violation has been committed that was not caught by an ESCORRT official a protest can be filed:

- 6.2.a.1 ONLY the Team Captain has the ability to file a protest with the Chief Tech Official or Chief Event Official
- 6.2.a.2 The protest, in writing, MUST identify the SPECIFIC issue that the offending team has committed and what proof you have. If found credible, ESCORRT will investigate and issue the appropriate penalty or disqualification.
- 6.2.a.3 This is NOT for teams to whine about each other. If we find that you are simply whining about another team without any certifiable proof...YOUR TEAM will be kicked out, and will not be allowed to race for the rest of the season. Think carefully because we WILL NOT stand for stupid submissions, we have plenty to worry about with all your crazies on the track.
- 6.2.a.4 Protests can ONLY be filed after the race starts and before the race ends.

6.3 Post-Race Impound and Inspection

- 6.3.a At the race's conclusion, the top 5 trucks will be impounded for no less than 30 minutes and no more than 90 minutes
- 6.3.b The team associated with the impounded trucks must perform the following tasks during the impound:
 - 6.3.b.1 Put the truck up on 4 jacks, a minimum of 12-inches off the ground
 - 6.3.b.2 Remove all four (4) tires and wheels
 - 6.3.b.3 Open the hood, trunk and all other closed compartments
 - 6.3.b.4 Have proper tools on hand to be able to remove parts, components, systems and/or assemblies (i.e. spark plugs, ECU Assembly, cam or valve covers, carburetor/induction system, intake or exhaust manifold, shocks, strut assemblies)
- 6.3.c ESCORRT Tech Officials may engage in any inspection or determine (including but not limited to) the components, systems, parts or assemblies that will need to have a partial or complete teardown for legality.
- 6.3.d Any truck found to have illegal parts, components, systems and/or assemblies will have appropriate penalties assessed, such as:
 - 6.3.d.1 Disqualification
 - 6.3.d.2 Re-classification to another race group
 - 6.3.d.3 Assigned penalty laps
- 6.3.e At the close of post-race inspection and impound, all race results and standings are final. No arguments, no negotiations.

6.4 Penalties

- 6.4.a ESCORRT Reserves the right to assess or NOT assess penalties to any team or truck at the rate of 10 laps per \$100 over the \$1000 limit.
- 6.4.b Technical Inspection Penalties may be assessed if the value of the truck exceeds \$1000 or if it does not meet the spirit of the BajaHa event. Any truck with a cumulative penalty lap count of 100 or more could be immediately disqualified...really.





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SERIES RULES

If you think showing up with a truck worth \$1000 over the limit is funny, you aren't our type of dirty, CHEAP, fun.

6.4.c Racing Offenses, including but not limited to:

- 6.4.c.1 Racing like an idiot – purposefully slamming into other trucks, or passing a safety vehicle
- 6.4.c.2 Fuel, fluid or other liquid leak
- 6.4.c.3 Parts falling off your truck
- 6.4.c.4 Off the track excursions, or a roll-over
- 6.4.c.5 If you have been penalized while driving on track, your designated team communicator should let you know. You will also be black-flagged. If you see that you have been black-flagged you have 3 laps to come in. Failure to come in will get you and your team disqualified.

6.4.d Attitude Penalties, including but not limited to:

- 6.4.d.1 Starting fights, being a dick/prick/a**hole/douche/etc.
- 6.4.d.2 Whining
- 6.4.d.3 Causing unnecessary issues with the ESCORRT Officials





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SERIES RULES

Section 7 Membership, Applications, Teams & Refunds

7. Membership, Applications, Teams & Refunds

7.1 ESCORRT Membership

7.1.a Free membership or ESCORRT Amigos

7.1.a.1 There is no cost, but the ESCORRT Amigos are limited to the pages that can be accessed.

7.1.a.2 These members CANNOT participate as a driver, crew or team leader.

7.1.b Paid membership or ESCORRT Pros

7.1.b.1 These members have the ability to access the Team Leader, drivers and crew application pages.

7.1.b.2 Only ESCORRT Pros can become BajaHa participants (drivers, crew, team leaders)

7.1.b.3 By becoming an ESCORRT Pro, these members agree to our terms of service and understand that their membership can be revoked at any time with reasonable cause.

7.2 Entry Applications

7.2.a Forms must be completed in accordance with the ESCORRT website. The general process is detailed below:

7.2.a.1 Each team who wants to participate in the BajaHa must first designate a Team Leader to fill out the Truck Team Theme application – only ONE application per truck!

7.2.a.2 Upon ESCORRT's receipt of the Truck Team Theme application the Team Leader (as defined above) will be informed of your team's application status: accepted, declined or wait-listed.

7.2.a.3 ****TO NOTE:** Each person who wants to participate in the BajaHa must first become a paid ESCORRT member, or an ESCORRT Pro. Only ESCORRT Pros can finish the remaining steps.

7.2.a.4 If accepted or wait listed, your team leader can then go back to the ESCORRT website and pay for the truck entry ticket, \$500. In order to buy the truck team entry ticket, the team leader must first become a paid ESCORRT member, or an ESCORRT Pro

7.2.a.5 If your Team Leader has not paid the \$500 truck entry fee 45-days prior to the event, your team's space will be given to another wait-listed team.

7.2.a.6 Once the team Leader has paid the \$500 truck entry fee, he/she will be sent a team-specific passcode that he/she will then need to send to all drivers and crew members.

7.2.a.7 Each team driver and crew member MUST go to the ESCORRT website and with the passcode received from the Team leader, pay the \$125 or \$50 fee for the driver and crew applications, respectively.





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SERIES RULES

- 7.2.a.8 If your team does NOT have between 4-6 drivers 30-days prior to the event, your team space could be given to another wait-listed team, or simply not allowed to race. We take the 4-6 driver rule very seriously.
- 7.2.a.9 The reason for the crew fee is that they are the only other people allowed in the hot-pits or on track other than the drivers.
- 7.2.b Application Deadline is **45-days prior to the event**, this includes the \$500 truck entry fee.
- 7.2.c The Payment Deadline is **30-days prior to the event**, this means the 4-6 drivers must have paid their \$125 entry fees and any crew members must have paid their \$50 fees.
- 7.3 Teams
 - 7.3.a Each team MUST consist of:
 - 7.3.a.1 One (1) Team leader (to do the truck team theme application and entry)
 - 7.3.a.2 4-6 Drivers, who can drive the truck AND crew
 - 7.3.a.3 Any number of crew members, who can go in the hot pits and track but NOT drive the truck
 - 7.3.b Each team MUST have a transponder for the race
 - 7.3.b.1 Either show up with a factory My Laps/ AMB 260X transponder with proper mounting brackets in the approved location. We will know you will have one because you will put the transponder number on the truck application.
 - 7.3.b.2 NO loose, zip tied or duct-taped transponders
 - 7.3.b.3 If you DON'T have one, you will be ordered a transponder rental at a cost of \$50 for the weekend.
 - 7.3.b.4 If the rental transponder is damaged or broken, your team will be charged \$400 for a replacement or you can buy ESCORRT a new one.
- 7.4 Refunds
 - 7.4.a ESCORRT will refund the \$500 truck entry fee upon receipt of a written request emailed to ESCORRT before the close of the Application Deadline. A check will be issued within 30 days of the written request.
 - 7.4.b Once the Application deadline has passed, NO refunds will be issued for any reason. However, if a written request is sent to ESCORRT between 45- and 30-days before the event, ESCORRT will transfer the paid fees to the next event. This fee transfer can happen only once. If you chose not to participate at the next event, then you forfeit the paid fees.
 - 7.4.c If your BajaHa truck experiences a catastrophic, non-repairable failure (not from bum-driving or a crash) within the first 2-hours of the race start, ESCORRT will issue a \$250 credit that will be applied to the next event's application fees.
- 7.5 ESCORRT reserves the right to adjust or amend application and entry fees, impose registration restrictions and/or special requirements for events.





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SERIES RULES

Section 8 Event Code of Conduct

8. Event Code of Conduct

8.1 General Conduct

8.1.a All Officials, drivers, team members, entrants, event staff and workers and all other participants will act according to the highest standards of behavior, sportsmanship, competitive relationships with other entrants and officials for the duration of the BajaHa (this mean from the opening of registration to the conclusion of post-race impound and award ceremonies).

8.1.b If ESCORRT finds you are acting in an unbecoming manner to the spirit and reputation of ESCORRT and the BajaHa event, you and/or your team may be issued an event-specific or other longer-term penalty

8.2 Alcohol & Drugs

8.2.a **NO alcohol consumption** while the track is hot and until all racing activities have concluded for the day. Period!!! If you do, you are forever suspended from the BajaHa and your ESCORRT membership will be permanently revoked.

8.2.b There will be times when the track allows alcohol consumption, and times when there is NO alcohol allowed at the track. Check with an ESCORRT official to find out what the track rules are. There is no excuse for not knowing. If you have alcohol and are not supposed to, that is immediate suspension for the rest of the season.

8.2.c The use of any narcotic or dangerous (as defined by Federal Law) drugs, or improper drug (including legal prescriptions) that may impair a driver, crew member or official's functions are strictly prohibited and will result in immediate event expulsion and membership revocation.

8.3 Children & Pets

8.3.a Parents of the legal guardian are fully responsible for the actions of their minor children and any other liability arising from the child's/children's actions. Unless the minor has been registered as a driver or crew member, no minors are allowed on track, in the hot pits at all, or in the garage area unsupervised.

8.3.b No minor under 16 can drive a motorized vehicle in the pit area.

8.3.c We love pets, but for everyone's safety, just leave them at home.





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SERIES RULES

Section 9 Rules of the Dirt

9. Rules of the Dirt

9.1 It is Always Your Fault

9.1.a ESCORRT is an all-fault racing environment. If something happens, it is 100% your fault while you are at the wheel. Stay out of trouble and this wont be an issue.

9.2 Don't Go On Your Roof

9.2.a If you put another truck on its roof, you are out for 12 months

9.2.b If you roll your truck, you will be removed from the race

9.3 No Drinking

9.3.a No drinking at the track unless the track organizer allows it

9.3.b Only when the track event is done for the day and the track is COLD can an alcoholic beverage be opened, if the track organizer allows it.

9.3.c You disobey this rule, you will be ejected and never allowed back.

9.4 Stupid Driving Penalties

9.4.a This is for dangerous behaviors and/or being a turd on track. These include, but are not limited to: hitting another truck, rolling your truck, speeding in the pit area, missing/ignoring a safety flag, passing a safety vehicle, racing to a yellow or red flag, overly aggressive driving, hitting a wall/cone/tree/safety vehicle/etc., complete lack of truck control, annoying the hell out of ESCORRT and/or any other participant, unsportsmanlike conduct, fuel, fluid or other liquid leak, parts flying off of the truck.

9.4.b Progression of Penalties (not surprisingly, they get worse as you get more):

9.4.b.1 1st black flag of the day: pull off the track, and get a stern talking to

9.4.b.2 2nd black flag of the day: pull off of the track for the amount of time the judges deem necessary

9.4.b.3 3rd black flag of the day: same as above, plus a 1-hour park

9.4.b.4 4th black flag of the day: same as above, plus a 3-hour park

9.4.b.5 5th black flag of the day: the team is ejected from the race. Obviously you have NO IDEA how to race.

9.4.c NEVER pass a safety vehicle UNLESS a wave-by is given by the safety vehicle driver

9.4.d If you HAVE to stop on the course, try to place your truck out of harms-way (for you and for the other drivers), stay in your truck with your belts and helmet on until a corner/safety worker tells you to leave the truck or await a tow.

9.5 Flagging

9.5.a All flags/lights should be obeyed immediately

9.5.b You are under control of that flag/light until you reach a station that has a different flag/light color

9.5.c Flag Meanings:

9.5.c.1 **Green** – Go, the RACE is on!

9.5.c.2 **Yellow** – Caution there is an incident

NO PASSING! There is something dangerous ahead. Stop racing and be alert. Single file and below race speed before you reach the yellow flag





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SERIES RULES

station. This stays around the track unless there are other stations waving green flags.

9.5.c.3 **Red** – Stop

Everyone stop as soon as is practical. Pull off to the outside of the track in view of a flag station and wait for instructions. No working on your truck.

9.5.c.4 **White** – Slow, Safety Vehicle on Track OR Final Lap

Safety vehicle or other participating truck is crapping out. WATCH OUT! Only pass when safe and only at a reasonable speed. All other flags apply here, but be alert! OR it means FINAL LAP. Next time through the finish will be the checkered flag.

9.5.c.5 **Black** (pointed at you) – You have problems, pull off of the track

Get off the track and come to the penalty box immediately. You have a mechanical issue or you/your team has committed a punishable offense.

9.5.c.6 **Black** (at all stations) – We ALL have problems, EVERYONE off of the track

Everyone leave the track and wait at your pit space until further notice.

9.5.c.7 **Red & Yellow Stripes** – Surface problems

Something is wrong with the track, i.e. fluid, a truck took a divot out of the dirt, there is a part on the track. Use caution even if the flag goes away.

9.5.c.8 **Blue with Yellow Stripe** – You are getting passed

There is faster traffic behind you. Let them around...if you want.

9.5.c.9 **Checkered** – End of the session/race

This is it – either we are concluding for the day, or the race is over. You see this - you stop racing.





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SERIES RULES

Section 10 Rules of the Pits

10. Rules of the Pits

- 10.1 Required Safety Equipment for Each Pit
 - 10.1.a Ten (10) pound chemical fire extinguisher with a minimum UL 60 BC or ABC rating
 - 10.1.b Ten (10) pound bag of kitty litter or other absorbent material for oil leaks or fuel spills. A Broom would be helpful here too.
 - 10.1.c Gasoline/liquid catch pan
 - 10.1.c.1 Made of metal
 - 10.1.c.2 Be at least 3" deep
 - 10.1.c.3 Hold at least 1-gallon of liquid
 - 10.1.c.4 Minimum 12" square (or diameter), Maximum 24" square (or diameter)
 - 10.1.d Any compressed air/gas cylinders over 200 psi MUST have a protective structure.
 - 10.1.e When working under the truck, it must be supported by proper jack-stands
- 10.2 Fueling
 - 10.2.a All fueling MUST be done in the designate fueling areas...NOWHERE ELSE!
 - 10.2.b Only 5-gallon plastic fuel jugs can be used – MUST be marked with your truck number
- 10.3 Pit-Lane Speed
 - 10.3.a Trucks must stay at or below 15 mph while in the pit area





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SERIES RULES

APPENDICES & DETAILED INFORMATION

Appendix A Roll Cage Diagrams



Standard Parallel-Design Roll Cage



Standard X-Design Roll Cage





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SERIES RULES

Appendix B Flags/Safety Lights



Green – Go
RACE! RACE! RACE!



Yellow – Caution there is an incident
NO PASSING! There is something dangerous ahead. Stop racing and be alert. Single file and below race speed before you reach the yellow flag station. This stays around the track unless there are other stations waving green flags.



Red – Stop
Everyone stop as soon as is practical. Pull off to the outside of the track in view of a flag station and wait for instructions. No working on your truck.



White – Slow, Safety Vehicle on Track OR Final Lap
Safety vehicle or other participating truck is crapping out. WATCH OUT! Only pass when safe and only at a reasonable speed. All other flags apply here, but be alert! OR it means FINAL LAP. Next time through the finish will be the checkered flag.



Black, specifically pointed at you – You have problems, pull off of the track
Get off the track and come to the penalty box immediately. You have a mechanical issue or you/your team has committed a punishable offense.

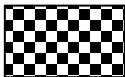
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Something is wrong with the track, i.e. fluid, a truck took a divot out of the dirt, there is a part on the track. Use caution even if the flag goes away.



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