



Technical Regulations King Of France 2024

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The King Of France rules are published for the preparation of the King Of France race. It was done with as much attention as possible to inform competitors and authorities and thus create a friendly and safe event. All images or videos produced during the King Of France are free to publish by and for the King Of France.

1- INTRODUCTION / OVERVIEW

This regulation is intended to provide standardised regulations and procedures to ensure the safest, fairest and fairest competition of competitive motorsports for competitors, fans and sponsors. It contains the rules, regulations, specifications, guidelines for the event, race, place or specific time and place.

He may issue special rules to take into account the conditions presented by the place of the event, the condition of the route or other circumstances.

2- APPLICABILITY

Although this regulation is of a directive nature, no instruction, however detailed, can be applied in all imaginable circumstances. Nothing in this regulation is therefore intended to replace the obligation for all participants at all times to exercise a judgement and embodies a high level of sporting spirit; nor is it intended to replace the obligation for participants to be responsible for their safety and conduct.

3.1 PARTICIPANTS

All participants in a King Of France event must fully comply with all applicable criteria and rules as published in these regulations and in the applicable special rules.

3.2 EQUIPMENT

The equipment standards and specifications defined in this regulation, in particular with regard to safety, must be considered as minimum requirements. These regulations, and in particular the safety rules, specification or individual standard set out herein shall not be construed as binding, but on the contrary, to protect teams or participants from using larger security mechanisms or adhering to stricter security standards than the required minimum standards, provided that it does not cause conflict with the other rules published in this rulebook.

4- DOCUMENT CONVENTIONS

An interpretation of the following words is provided to clearly define their meaning as follows: used in this regulation:

- The terms "must" and "must" have been used to indicate that compliance with, application of a rule or procedure is mandatory.

- The word "should" was used to indicate that compliance with, or the application of a rule or procedure is preferred or recommended, but not mandatory.
- The verb "power" was used to indicate an acceptable or suggested means of realisation or that compliance with, or application, with a rule or procedure is optional.
- Verbs in the future were used only to indicate the future; do not indicate a degree of requirement. Particular attention was paid to improving and clarifying the vocabulary used throughout this regulation. Terms, acronyms and abbreviations specifically defined these rules are defined in the regulations of

5-PRIORITIES

In the event of an inconsistency in this regulation, King Of France must be contacted for clarification before the start of an event. In the event of a discrepancy or clarification required after the start of an event, the race manager will be the sole judge to determine the appropriate response. Such a response may include, but must not necessarily be limited to making a decision, clarifying, taking disciplinary action or any other action deemed necessary. In the event of a conflict between the documents referenced herein and the content of this Regulation, the latter will prevail. King Of France reserves the right to modify this regulation at any time, at their sole discretion. For "already" registered for an event, a note will be sent to report the changes.

6- TERMS / LIMITATION OF LIABILITY / LIABILITY

King Of France reserves the right to refuse entry to any candidate, team, competitor, participant, or any other person to any event for any reason whatsoever. The reader of this regulation and all participants in any King Of France event hereby agree to waive, release, protect, indemnify and defend the promoter, the land operator and King Of France and its team, officers, employees, agents, subcontractors and all their representatives, insurance companies, interest successors, commercial and corporate sponsors, agents, employees, representatives, assignees, officers, directors and shareholders of and from any claim, demand, liability, loss, cost, damage or expense for any other loss or damage resulting, or alleged, from any use Any information contained in this rulebook or because of inaccurate information, omission of information, or any act of negligence in or related to this regulation.

King Of France does not warrant, represent or otherwise certify that the information contained in this regulation is suitable for any purpose whatsoever.

King Of France does not guarantee, represent or otherwise certify that compliance with the rules contained in this regulation confers any degree of security, real or imaginary. This regulation is published without express or implied warranty. The reader of this regulation, all participants in King Of France, and any user of a security device assumes all risks associated with the use of the information contained in this regulation, with their participation in any activity of, and with the use of a vehicle is not a professional engineering company, security expert enterprise, or professional medical enterprise, warrants or approves or declares that everything written in this regulation is, in any way, in form or form, suitable for any use whatsoever. Nothing in this Regulation is intended to be professional, competent or qualified to advise on the design, construction, manufacture, installation or use of any vehicle, component, device part, system or equipment, including safety

systems. No guarantee or representation is made as to the ability of the information contained in this Regulation to protect any reader, participant, or user of any vehicle, part, system or device security (mentioned or not) from injury, property damage or death. By participating in King Of France in any way, all participants mean that they understand and agree that their participation is voluntary and fully aware of the risks associated with the practice of motorsport. The installation or use of any safety device and the driving of a vehicle off-road for use can be dangerous and presents a risk of material, damage, physical injury or death. All participants expressly assume all risks associated with the use of information published in this Regulation, using a driver restraint system or other safety system, or participate in any way in the event, whether the risks are known or unknown, inherent or not. King Of France assumes no responsibility for decisions made by individuals or other users of this regulation. King Of France assumes no responsibility for delays, postponement or cancellation of all or part of an event for any reason whatsoever, including bad weather or dangerous travel conditions. The event participants, officials and volunteers of King Of France are not employees but volunteers. Participants, officials and volunteers assume responsibility for all fees, bonuses, prizes and gifts offered and taxes payable on any amount of money, prizes or other rewards they may receive as a result of their participation.

7-TECHNICAL REGULATION

7-1 TECHNICAL INSPECTION AND CONNECTION

7-1.1. It is the responsibility of the designated driver to ensure that his vehicle complies with all the technical rules, regulations, this regulation and specifications.

7-1.2. The designated driver is responsible for providing the technical manager with the documentation and records relating to the compliance of any rules specified here.

7-1.3. King Of France reserves the right to limit the number of people authorised in any area or garage in which inspections are carried out or in which vehicles are parked.

7-1.4. King Of France reserves the right to seal or put in a closed park any vehicle entered.

7-1.5. King Of France assumes no responsibility for the closed parking and or for ensuring the safety of vehicles placed in a closed park.

7-1.6. Directors, race directors and/or chief technical inspector can put any vehicle or vehicle parts in a closed park.

7-1.7. All / all vehicles can be subject to a closed parking after the race and a second, further technical inspection.

7-1.8. No vehicle must be removed from an inspection area or a closed park area without the authorisation of the directors, the race director or the chief technical inspector. Any vehicle removed without appropriate authorisation will subject this competitor to disqualification. Any vehicle not driven directly into the closed inspection or parking area at the request of the race director or the chief technical inspector, may result in disqualification.

7-1.9 The chief technical inspector can seize any illegal part or device found on any vehicle. Any item seized by the Chief Technical Inspector cannot be returned, there will be no compensation made by King Of France, its representatives or its directors to any participant who has had illegal items seized.

7-1.10. Not showing up at the time of registration and before the technical inspection during the hours announced or listed on the event information may result in the following penalties, at the discretion of King Of France

7-1.11. Failure to attend the final registration call: DNS (DO NOT START)

7-1.12. King Of France reserves the right to apply markers on chassis for all vehicles participating in King Of France events. The chassis identification markers must remain intact and unchanged. Chassis identification markers must remain on the vehicle during the year of the race. If the chassis identification marker is damaged or must be removed to facilitate repairs or modifications to the vehicle, the designated driver of the vehicle must inform the race director in order to obtain a new chassis marking.

7-1.13. Each vehicle must pass a technical inspection before being able to participate in King Of France. An identification marker will be placed on the vehicle once it has successfully passed the technical inspection.

7-1.14. It is the responsibility of the designated driver to inquire about the "technical inspection" list.

7-1.15. Every driver is responsible for his car as well as his honesty to present a car that complies with the technical inspection.

7-1.16. Any falsification of the inspection strip is strictly prohibited. Any proof of falsification will result in the disqualification of the approval strip and will require a new inspection at an additional cost before the said vehicle is authorised to run. Abuse of this rule may result in the permanent disqualification of the vehicle and the driver from future events.

7-1.17. The personal protective equipment of all competitors will be checked before the race. This includes, but is not limited to, fire suits, helmets and neck protection, first aid kits, fire extinguishers, seat belts and nets will also be checked. This does not imply that these elements will be the only elements checked. The Chief Technical Inspector or Assistant Technical Inspector may seize any personal protective equipment that does not comply with the rules or is considered dangerous.

7-1.18. The pre-race closed park will be at the discretion of King Of France and its race director. After the technical inspection, the vehicles will be directed to a closed park where they will have to stay until the fixed withdrawal time. Only designated persons will be authorised in the closed park after a vehicle is placed there. All other staff members must receive special written authorisation to enter the closed park.

7-1.19. King Of France reserves the right to subject any vehicle to a technical inspection after the event, at the discretion of the race director and / or the Chief Technical Inspector. During a technical inspection after the race, the assigned driver is responsible for removing or having removed or preparing the requested elements for inspection, as indicated. Failure to comply with this obligation will result in the disqualification of the participant and may result in suspension.

7-1.20. King Of France or the race director may require that a vehicle damaged in an event be subject to post-incident inspection. If the owner or driver refuses the inspection of his vehicle, the vehicle and the driver may be disqualified and suspended from future events.

7-1.21. The closed parking of all vehicles finishing after the race will be at the discretion of King Of France. In the event of closed parking after the race, the vehicles will be released no later than two hours after the official end of the event. Vehicles involved in any type of claim will be placed in a closed park until the race director decides on the complaint.

7-1.22. Any refusal by a competitor to comply with the decisions of the race director will result in the disqualification and suspension of a competitor from all events for a period of at least one year.

8-SPECIFICATION OF VEHICLES (all classes)

8-1 EQUIPMENT STATUS AND FUNCTIONS

8.1.1 Ease of maintenance all equipment, machinery, devices, safety equipment and necessary spare parts, as described in this regulation (including special or additional rules), must be in good working order at the time of the inspection technical. Certain equipment and components must remain usable throughout the event and, if damaged, must be repaired or replaced before the vehicle can continue on its route, as specified in the regulations and specifications of these regulations.

8.2 SAFETY EQUIPMENT

Drivers and/or manufacturers may request the use of products that do not follow the attached guidelines. **These products must demonstrate their ability to meet or exceed existing standards. The safety pack is common to all vehicle classes. The helmet, suit (suit, gloves, shoes), Hans or Simpson system must be approved. It is also necessary to have door nets, fire extinguishers, circuit breakers, as well as approved bucket seats and harnesses.**

Details below,

8.2.1 Harness

1) All vehicles must be equipped with a **five, six or seven-way Type H harness for each occupant**. Occupant harnesses must use a quick release buckle style latch and latch system (push button are not permitted). Driver restraints must incorporate a lap belt, one or more crotch straps and shoulder straps.

2) The safety harness must comply with one of the following standards:

- FIA standard 8853/98 or 8853/2016 or higher
- SFI 16.1 specification
- SFI Specification 16.5 Certain parts of seat belts should not be mixed or matched. Only complete sets can be used.

3) Harness material must be nylon or polyester Dacron. The driver's harness must be in new or perfect condition with no cuts, frayed layers, chemical stains or excessive dirt and must be in flexible condition (i.e. the material must not be stiff).

4) All occupant harnesses cannot be used after their expiration date. On harnesses with dual SFI/FIA certification, the FIA expiration date will take priority. Belts marked SFI with a date of manufacture only will no longer be valid after two (2) years from the date of manufacture shown on the SFI label. It is highly recommended to replace all driver restraint systems after one year from the date of manufacture.

-however, a two-year extension is granted for harnesses on their expiry date if all other conditions are met.

- 5) No part of the driver's harness may be modified in any way from the manufacturer's standard. This includes welding couplers or sewing belts.
- 6) No extra driver harnesses are permitted.
- 7) All driver harnesses must be properly fitted in accordance with the manufacturer's instructions and recommendations. Bolt-on, wrap-around, and plug-in mounting types are permitted, except that lap belts cannot be mounted by roll-up system.
- 8) In addition to complying with the manufacturer's instructions, occupant harness installations must also comply with the following:
 - a) The occupants' harness must be mounted on structural elements capable of withstanding the load that the restraint system will impose on them in the event of an accident, without breaking.
 - b) The occupant's harness must be suitable for construction equipment, with the seat installed securely attached to the frame/chassis/tubular cage.
 - c) The occupant harness must be used with a seat with the appropriate number of attachments in the appropriate locations for the belts. Seats should not be modified to create belt slots.
 - d) All straps should be as short as possible to minimize stretching.
 - e) Strap routing must allow the strap to pull in a straight line against the anchor point. The mounting brackets must be at an angle consistent with the direction of pull of the strap.
 - f) The preferred anchor support is a double shear support.
 - g) Occupant harnesses must be fitted with high quality hardware appropriate for the installation. Fine thread 1/2" (12mm) or 7/16" (12mm) Grade 8 (10.9) nylon thread locking bolts and nuts Grade 8 (10.9)(or better) are recommended.
 - h) Belts must not rub against any surface which could cause them to fray.
 - i) Sliders should be placed as close as possible to the anchor plate or, if wrap style, to the roller around which they wrap.
 - j) Straps using unstitched anchor plates must be wrapped a fourth time around the 3-bar slider.
 - k) Wrap-around style mounting must be limited to seat belt installation and must include a method to prevent lateral movement of the straps.
 - l) The harness tilt and locking adjustment devices should not be placed too close to the seat
- 9) **Harnesses must be worn correctly by all occupants and at all times when the vehicle is in motion.**

8.2.2 SAFETY NETS

- 1) Safety nets are mandatory on all vehicles and must cover the entire free space of the cockpit and on both sides of the vehicle until the moment where it is impossible for a limb or part of the body of an occupant to protrude from the vehicle when the occupant is correctly seated and belted in a normal driving position.
- 2) The triangle located behind the A pillar (window screen pillar) must be filled with a safety net if it is possible that a limb or body part of an occupant protrudes from the vehicle at any time when the occupant is properly seated and strapped in their normal driving position. Lexan is not permitted.

- 3) Nets should be installed inside the roll cage to prevent damage when rolling over or sliding sideways.
- 4) Nets attached to door frames are permitted.
- 5) The nets must be installed in such a way that the occupants can release them without assistance and leave the vehicle regardless of its position.
- 6) For vehicles using factory or factory style doors, Lexan in the side windows can be substituted for the nets as long as positive secondary locking devices are used on the doors. The Lexan side windows must be mounted in such a way as to allow them to be removed from the door and opened.
- 7) The border or edge of the net and the attachment of the net must be made of materials as strong as or stronger than the net itself. Net attachments must be at least every 6 inches (150mm). Acceptable fasteners include, but are not limited to: steel hose clamps, snaps, metal hooks and steel rods. The nets must be tightened so that when subjected to a pushing force of approximately 23 kg (50 lb), the net does not deflect more than 10cm (4").
- 8) Door nets must meet or exceed SFI 27.1 or FIA J253.11 specifications for all classes.
- 9) **Door nets must be in place at all times when the vehicle is in motion.**

8.2.3 SEATS

- 1) **All seats must be manufactured by a recognized manufacturer specializing in seats for racing applications**, and be of a type appropriate for the event. FIA standard is recommended
- 2) **Stock production (OEM) seats are prohibited for all classes.**
- 3) All seats must be securely attached to the vehicle chassis and the brackets must be properly secured and reinforced to prevent the seat from moving relative to the chassis.
- 4) Rail type adjustable seat mountings must be securely mounted to the vehicle chassis and not allow any lateral or vertical movement between the seat and the chassis or the mounting rail and the chassis.
- 5) The head restraints are made of padding.
- 6) Seats must have suitable locations to properly accommodate the driver's harness.

8.2.4 FIRE EXTINGUISHERS

- 1) Each vehicle must be equipped with **a class ABC dry portable fire extinguisher, approved for 2kg or more**. Chemical fire extinguisher or Halon or Novec equivalent, easily accessible to all occupants inside the vehicle.
- 2) **Another additional dry chemical extinguisher of 5kg or equivalent (1x 5kg or 2x 2.5kg) or more**, class ABC or equivalent halon or novac extinguishers must be mounted in a position such that it is easily accessible from outside the vehicle by people unfamiliar with the vehicle.
- 3) On-board automatic fire extinguisher systems are strongly recommended in addition to portable fire extinguishers. In case a vehicle is equipped with an on-board automatic system, the vehicle must still comply with all other requirements of 8.2.4.
- 4) Fire extinguishers must have a gauge and be fully charged. All fire extinguishers must be mounted in a manner that allows their removal and use without the use of tools. All fire extinguishers older than one year must have a recent certificate (less than one year old) from the

fire service and a label attached. Fire suppression systems must be up to date according to the manufacturer's specifications.

8.2.5 HORNS / WARNERS

- 1) All vehicles must have a loud horn. The sound must be clearly audible at a distance of 30 meters in front of the vehicle. The use of sirens is authorized, in addition to the horn, during the part of the event route. Disposable air horns are not accepted.

8.2.6 REFLECTORS

1) All vehicles must be equipped with two 2" (50mm) wide x 8" (200mm) long reflective strips or two 2" (50mm) diameter round red reflectors (DOT tail light lenses meet this requirement) attached to the rearmost part of the vehicle at each corner. Reflective strips or reflectors must be clearly visible from the rear.

8.2.7 SAFETY DEVICES IN CASE OF BREAKDOWN

1) Safety devices in the event of breakdown must be easily accessible and not require dismantling of the vehicle for use. The **SOS/OK** signs must be present in the car for technical inspection. The sign must be present on the car in the event of a breakdown to provide help or non-help information for competitors who are approaching you.

8.2.8 FIRST AID KIT

A first aid kit protected from bad weather must always be on board each vehicle and must contain at least the basic elements of first aid. The first aid kit should be easily accessible in the cockpit without having to remove body panels or equipment. Occupants with special medical needs must make these needs evident by a location on their fire suit or helmet.

8.2.9 SURVIVAL SUPPLIES

All vehicles must carry water, food, medicine and any other materials necessary for vehicle occupants to survive safely, without assistance, until the end of the race. It is strongly recommended to bring extra water for each occupant during warmer weather.

8.2.10 VEHICLE IDENTIFICATION

- 1) All competing vehicles must be identified with the correct participant number.
- 2) Participants' numbers must consist of a combination of the digits 0 to 9 only.
- 3) Participant numbers are allocated to designated drivers each year on a first-come, first-served basis. In the event of a conflict, seniority based on the date the assigned driver first competed in an Ultra4 event will help determine the outcome, with King Of the Valleys 2012 having first right, King Of the Valleys 2013 second right, and so on.
- 4) Vehicles must display participant numbers on the front, both sides and rear of the vehicle. Any location that is deemed too difficult to read will need to be changed before the vehicle is allowed to compete in the event.

- 5) Participants are informed that checkpoint personnel at each checkpoint will not allow vehicles to depart after stopping, until the figures can be verified.
 - 6) King Of France reserves the right to require racing vehicle numbers and/or background colors to be changed.
 - 7) King Of France assumes no responsibility for the rating of vehicles with illegible numbers. It is the vehicle driver's responsibility to keep the numbers legible
 - 8) All vehicles must use a numbered plate on the side panels of the vehicle plus one at the front and one at the rear with the same color combination.
 - a) **The side numbers must have a height of 175 mm (7 in) with a brush stroke of 25 mm (1 in). The front and back numbers should be 6" (150mm) tall.**
 - b) **Class Ultra4 (4400) - Black numbers on white background**
 - c) **Class Modified (4500) - Black numbers on orange background**
 - d) **Stock Class (4600) - Black Numbers on Light Blue Background**
 - e) **Legend Class (4800) - Black numbers on yellow background**
 - f) **Class SSV (4900) - White numbers - Black background**
- PLEASE NOTE: You can choose the font you want, however the numbers must be perfectly readable by the marshals during/when passing through checkpoints.

8.2.12 GENERAL COMPONENTS OF THE VEHICLE

- 1) Vehicle occupants must be able to enter and exit easily and quickly with the vehicle in any position.
- 2) **Firewalls and/or bulkheads must separate the driving compartment from all fuel, engine fluids and acids.** An exception to this rule is cars that have a rear-mounted radiator; Cars with rear mounted radiators should have a metal mesh panel to protect the radiator.
- 3) Oil coolers, transmission coolers and radiators located in the front of the occupant vehicles must have a shroud which, in the event of rupture or leak, will prevent fluids from backups or leaks from dripping onto the occupants. All pipes passing through the passenger compartment must be shielded. Braided steel pipes do not constitute a shield.
- 4) All vehicles equipped with operational doors must have positive locking mechanisms on the doors and the doors must also have a permanently attached positive secondary locking device
- 5) All vehicles must have an all-metal firewall separating the occupant compartment to protect the engine and fuel supply from the danger of fire. A minimum firewall should be liquid tight and extend from one side of the body to the other. If the engine is rear mounted, the firewall must be liquid tight and extend from the height of the driver's shoulders to the floor of the vehicle and extend from one side of the body to the other. If the rear-mounted tank is higher than the driver's shoulders, a firewall between the driver's tank must extend at least 50mm above the top of the tank. The hood/bonnet is considered an extension of the firewall on front-engine vehicles. Any hole placed in the firewall for structural tubes, electrical networks, etc. should be reduced to a minimum. The hole should be no more than 1.6mm around the elements passing through the firewall. Metal tape should be used to seal the hole between the firewall and the part passing through the firewall. Rear mounted engines are not required to have a top mounted cover.
- 6) Floor panels are mandatory on all vehicles and must be attached in at least six places. 6mm bolts per side if they are not an integral part of the bodywork or chassis. Dzus or other quick or ¼ turn fasteners are not authorized. Floors must cover the entire area from the front of the pedal board to the rear of the seat(s) and the exterior of the vehicle. Installation must be done in a manner that provides maximum protection to occupants from debris.

- 7) All vehicles must begin the event with all of the following in working order: generator or alternator, fan, water pump (water-cooled vehicles), and a complete working electrical system. air-cooled vehicles are permitted.
- 8) Safe front and rear bumpers are required on all vehicles. No dangerous bumpers, front or rear, are permitted. Protective bars, frame heads or other protruding objects from vehicles are prohibited. The ends should be capped and rounded to avoid sharp edges. Bumpers must be designed to reasonably minimize the risk of two vehicles becoming stuck together.
- 9) Bumpers must be constructed to avoid tire-to-tire contact during a front or rear impact with another vehicle. The bumpers are firstly made to possibly help with a small push/nudge for another competitor stuck on a rock, for example, or to push it to the pits.
- 10) A rear view mirror is required on all vehicles. Mirrors must have at least six square inches of mirror surface area. The mirror must have a reasonably clear view of the area behind the vehicle.
- 11) Skid plates designed to provide a reasonable degree of protection to the front suspension, steering and braking components are recommended on all vehicles. These plates must be securely fixed.
- 12) All spare parts and additional equipment carried in or on a vehicle must be securely secured, tied or lashed down to prevent movement during competition. All spare parts and additional equipment must be transported in a manner that minimizes the risk of injury to vehicle occupants.
- 13) All vehicle body parts must remain on the vehicle (accidental damage excluded) during the entire event.

8.2.13 ROLL CAGE

1) It is the responsibility of each competitor to present a safe vehicle for technical readiness inspection during the competition. Competitors must maintain their safety equipment, including roll cage. King Of France reserves the right not to allow any roll cage which, in the opinion of the chief technical inspector, would not be suitable for competition. Competitors are ultimately responsible for the safety features of their vehicle, including design, manufacturing, workmanship, maintenance and repair of the roll cage. The roll cage is considered the main 6-point structure that surrounds and protects the vehicle occupants.

2) **All vehicles must be equipped with a roll cage made of mechanical tube of mild steel 1020 (T3) or better type 25CD4S** (higher carbon content or alloy steel). The minimum size of mild steel tubing for the main rollbar structure, is based on the dry vehicle weight rating (DVWR) in racing configuration, excluding occupants; it is recommended:

- Below 3200 lb (1452 kg) - 1.5" (38 mm) diameter x 0.120" (3.0 mm) tube thickness.
- Between 1452 kg (3201 lb) and 1996 kg (4400 lb) - 45 mm (1.75 in) diameter x 120 in (3.0 mm) tube thickness.
- Over 4400 lb (1996 kg) - 2 in (50 mm) diameter by .120 in (3.0 mm) tube thickness

Support tubes as defined above with an unsupported span of less than 30 inches (762mm) are permitted to be the same diameter as the main structure within .095" (2.5mm) of tube thickness or 0.25" (6mm) smaller tube diameter. 120" (3.0mm) tube thickness. All unsupported spans greater than 30" (762mm) must be identical in diameter and thickness to the main structure. No aluminum or other non-ferrous materials (All specifications can be replaced by metric equivalents).

- 3) The material of the main structure of the roll cage may be mild carbon CREW, DOM, WHR or WCR steel or 4130 chromoly alloy steel. All welds must be of high quality and made to standard with good penetration and no undercut of the base material.
- 4) All roll cage components (tube, shoulder straps, gussets, etc.) must have at least 3 in. (75mm) of clearance from the vehicle occupant's helmet when the occupant is seated in the riding position, normal driving. All roll cage components likely to come into contact with the vehicle occupants' helmets must be padded.
- 5) The roll cage must be securely attached to the chassis or bodywork. The ends of the roll cage must be attached to a frame or frame member that will withstand maximum impact and must not shear or allow movement in the end. Cab/chassis mounts must sandwich the body structure using a minimum of two 4.75 mm (0.1875 in.) plates, of different sizes, one on each side of the body structure. Roll cage mounting brackets must be at least 0.375 inches in diameter, SAE Class 8 (10mm, 10.9) or equivalent or better. Sandwich plates, if used, must be oriented horizontally only. No vertical or other non-horizontal orientation of the sandwich plates is permitted.
- 6) All vehicles, including those with steel doors, must have at least one side bar on each side of the vehicle that will protect occupants from side impacts. The side bars must be of the same material and the same dimensions as the main frame of the roll cage. The side bars must be as close to the ground as possible, they must be placed to ensure maximum protection for the occupants and must be securely welded to the front and rear uprights of the roll cage. The location of the side bars must not cause difficulty entering or exiting the vehicle.
- 7) Gusset plates shall be installed at all major intersections, including diagonal and rear where simple weld fractures may affect occupant safety. Gussets constructed from 3" (75mm) x 3" (75mm) x .125" (3.5mm) plate or split, formed and welded Corner tubes or gussets made from the same material and having the same thickness as the roll cage can be used.
- 8) Six (6) point roll cage are required.
- 9) A sheet of expanded or flat magnetic steel not less than 0.040 in. (1 mm) or aluminum 0.125 in. (3 mm) shall cover the area immediately above the occupant seats and be secured by welding or bolting to a steel tube frame.

10) ENGINEERING

Option 1: Follow the roll cage rules above.

Option #2: Provide at the driver of record's expense a certified technical drawing to be reviewed by the Race Director Engineering Consultant for approval. Final approval will be given by the Chief Technical Inspector. All results will be private between the reference driver and the race director.

Option #3: King Of France will have proposed a chassis design and will make the results public. Final approval will be given by the Chief Technical Inspector.

8.2.14 ENGINE

- 1) The engine must be free of leaks. See Section 10.3.5 ENVIRONMENTAL SAFETY for more information and rules relating to environmental concerns and considerations.
- 2) Engine vents must reach a fluid containment system and gauges must be lockable. See Section 10.3.5 ENVIRONMENTAL SAFETY for more information and rules related to environmental concerns and considerations.

3) Approved spark arresters or mufflers are required on all vehicles. The exhaust system outlet must extend at least 305mm from the rear of the cockpit, be directed towards the rear of the chassis away from occupants, tank and tires, and be positioned to minimize output of dust. See Section 10.3.5 ENVIRONMENTAL SAFETY for additional information, information and rules relating to environmental concerns and considerations.

4) No participant may replace a complete engine during an event. The participant will be considered to have replaced a complete engine if the block has been replaced.

8.2.15 TRANSMISSION

1) The transmission must be free of leaks. See section 10.3.5 ENVIRONMENTAL SAFETY for more information and rules relating to environmental concerns and considerations.

2) Every vehicle must have a functional reverse gear.

3) The transmission must have an approved protective shield or approved floor between occupants and transmission.

8.2.16 TRANSFER BOX

1) The transfer case must not have any leaks. See section 10.3.5 ENVIRONMENTAL SAFETY for more information and rules relating to environmental concerns and considerations.

2) Transfer case vents must lead to a fluid containment system. See section 10.3.5 ENVIRONMENTAL SAFETY for more information and rules relating to environmental protection concerns and considerations

8.2.18 MANAGEMENT

1) Power steering systems must be free of leaks. See section 10.3.5 ENVIRONMENTAL SAFETY for more information and rules relating to environmental protection

2) Power steering vent tubes must be attached to a fluid containment system that prevents any fluid from leaking onto the ground. See section 10.3.5 ENVIRONMENTAL SAFETY for more information and rules relating to environmental protection

3) The track rod and track rod ends are designed for use with a castle nut and cotter pin. They must be secured with a pin. Spherical ends (Heim joints) are permitted as replacements for OEM style tapered track rod ends.

4) All hydraulic steering manifolds must be in good working order and free from cracks, defects, or leaks. Hydraulic lines must be placed in such a way as to protect them from any risk of damage.

5) The steering hoses located inside the cockpit must receive a protective sheet so as to protect the occupants from a possible leak or rupture of the hose which would lead the fluid to the occupants.

8.2.19 SUSPENSION

1) There must be at least one shock absorber per wheel.

2) The articulation and connection points of the suspension must be free of cracks and in good condition, this being determined by the chief technical inspector or his delegate.

3) Shock absorbers must be free of leaks. See section 10.3.5 ENVIRONMENTAL SAFETY for more information and rules regarding environmental concerns.

8.2.20 BRAKES

- 1) The brakes must be able to apply sufficient force to lock all four wheels. The brakes must be in safe, leak-free operating condition for the duration of the event. If brake system problems occur during the event, they must be repaired before continuing to compete. See Section 10.3.5 ENVIRONMENTAL SAFETY for more information and rules relating to environmental concerns and considerations.
- 2) Steering, cutting or steering brakes are permitted.
- 3) Manual, vacuum and hydraulically assisted brakes are permitted.
- 4) The brake pedal(s) fitted for the driver's feet must be capable of operating all brakes with one foot.
- 5) Transmission and/or gear-brake systems are permitted, provided they meet other requirements specified herein.
- 6) Each vehicle must have a means of continuous braking while the vehicle is parked with occupants outside the vehicle. Hydraulic or mechanical "emergency brakes" are permitted.

8.2.21 CONTROLS

- 1) All accelerators, whether hand or foot operated, must have at least one return spring of sufficient rigidity to instantly close the throttle when released. Carburetor vehicles must have at least two throttle return springs, and at least one that must be attached to the carburetor. All vehicles must have at least one throttle return spring at the accelerator and one at the control (pedal or hand control). Electric throttle pedals (Electronic Throttle Control or "driveby-wired") are exempt from the requirement to have a return spring at the throttle body, but must have a return spring at the control (pedal or handle) or maintain the stock OEM system. A positive shutdown or throttle override system must be used to prevent the throttle linkage from remaining in the open position.
- 2) Adaptive controls can be used, if necessary. Hand accelerators must meet the same requirements as accelerator pedals, and must meet approval.

8.2.22 FUEL CIRCUITS:

- All of the following commercially available fuels can be used:
- Petrol station fuel (type normally used in vehicles for road use, this also includes E85.)
- Racing fuel, as originally manufactured
- Commercial aviation fuel
- Diesel fuel Alternative fuels including biodiesel, WMO, WVO, etc.
- Propane or natural gas
- Alcohol and nitromethane are not permitted.
- Fuel additives can be used.
- Electric vehicles are allowed.

FUEL: STORAGE

- a) **Safety tanks are required for all vehicles except diesel although they are strongly recommended.** Auxiliary fuel tanks can be added. Auxiliary tanks must also be safety tanks.

- b) There must be a substantial crosshead and firewall between the fuel tank and the occupants.
- c) Fuel tanks must be mounted in a manner to protect them from damage due to a rear-end collision, impact of debris or rocks under the vehicle, damage from rollover or the possibility of damage from chassis flex.
- d) Safety tanks must consist of a flexible tank enclosed in a metal container. The container shall be constructed of 20 gauge (1 mm) steel, 0.060 in (1.5 mm) aluminum. Magnesium is strictly prohibited.

The tank must be securely attached to the vehicle with steel bolts or straps.

All connections must be integrated into the tank skin and linked to the tank skin as an integral part of the tank or mechanically sealed by a ring and counter-ring system by flat gasket or by O-ring. An anti-reflow system is mandatory in all tanks. Foam is an acceptable form. The flexible tank must be made of nylon or Dacron fabric impregnated and covered with a fuel resistant elastomer. Rotational Cast Polymer cells are acceptable when encapsulated in a container made of 20 ga. (1mm) 1.5mm (0.060 in) steel or aluminum.

- e) Fuel accumulator tanks (accumulators) are permitted under the following conditions: Accumulator tanks must be constructed of 0.125 in. (3.25 mm) aluminum or steel, and must be mounted to the chassis using a rubber insulation, and must have a capacity of not more than one quart. Accumulators must be mounted in a manner that protects them from impact damage.
- f) Jerry cans or other portable fuel tanks are not permitted in or on vehicles during the event. Use of jerrycans or other portable tanks will subject the participant to a time penalty or disqualification.
- g) Alternative fuels (propane or natural gas) must use an approved tank as determined by applicable DOT and technical inspection standards. Alternative fuel vehicles must not use auxiliary tanks.
- h) For Stock class, the original tank can be used for petrol or diesel, or other fuels.**

FUEL: FEEDING, FILLING AND VENTILATION

(a) The design and installation of the fuel tank and associated components must prevent fuel from leaking from fuel manifolds, fuel lines, fuel tanks and vents if the vehicle is partially or fully inverted. Fuel isolation valves to facilitate isolation of the fuel tank from the fuel supply line, fuel return line, and fuel vent line are required. Ball valves, or a combination of a ball valve and a one-way check valve, located at the supply, return, and discharge lines are acceptable. Fuel isolation valves should be located so that, regardless of the vehicle, they can be quickly closed to limit the continued flow of fuel onto the ground in the event of a fuel supply interruption. See Section 10.3.5 ENVIRONMENTAL SAFETY for more information and rules relating to environmental concerns and considerations.

b) Accumulators shall have supply inlet, supply outlet, return supply and return outlet fittings with isolation valves.

c) The fuel tank must be filled from outside the cockpit.

(d) Positively vented and positive-locking fuel filler lines and fuel filler caps shall be located and secured to prevent spillage or opening during vehicle movement, rollover or accidental impact. Monza/flip caps are strictly prohibited.

e) All fuel tanks attached to the chassis or a body panel must be connected to the tank using flexible couplers. All fuel fillers must be surrounded by a splash guard or system (the body panel is acceptable as a splash guard if sealed). This system must direct the fuel spill toward the exterior of the vehicle and away from the occupants' compartment, engine and exhaust. A fuel filler

reversing check valve must be incorporated in all tanks. It is highly recommended that removable fuel filler caps have a flexible strap or chain to secure them to the vehicle.

f) Fuel ventilation ducts must have a non-rollover valve integrated into the tank, and must vent outside the occupant compartment and be away from the engine and exhaust system.

g) The fuel vent line must use one of the following routes:

- **The fuel vent line must extend to the highest point of the roll cage, closest to the cell, across the entire width of the vehicle and to below the vehicle's underbelly or 3" (75mm) below the tank, whichever is lower.**

- The fuel vent line should loop above the tank to a point of 100 mm (4") above the top of the reservoir. From there it will be wrapped in a complete loop around the outside of the fuel cell near the top of the fuel cell and then routed to a point 75mm below the lowest point of the tank.

h) Fuel mats are required for all refueling. No vehicles should be refueled outside of approved locations. Fuel storage in areas must consider safety as a priority.

i) Overhead distribution towers may be used. All towers shall only use a fuel hose incorporating a valve system which automatically closes the fuel hose when the handle is released. All towers must only use a fueling hose that has a break-off feature that cuts off the filling if the fueling hose is detached (for example, in the case where the vehicle leaves with the hose still attached to the vehicle.) See the section 10.3.5. ENVIRONMENTAL SAFETY for more information and rules relating to environmental concerns and considerations.

8.2.23 FIXINGS

It is recommended that all steering, suspension, chassis, transmission and undercarriage components be secured with SAE Grade 8.8 or higher fasteners or metric equivalent. Male threaded fasteners (bolts, cap screws, studs, etc.) must be secured with either: lock nuts, lock washers, cotter pins or security thread and must have at least one entire thread visible through the nut .

8.2.24 ELECTRICAL SYSTEM / circuit breaker

a) A brightly coloured, highly visible and easily recognizable circuit breaker must be located in the dashboard area of the vehicle and be clearly labeled. The main switch must be capable of turning off the entire primary electrical system of the vehicle. The main circuit breaker must stop the engine when in the off position. The winch power supply and secondary electrical equipment requiring uninterrupted power can bypass this switch. It is highly recommended that heavy duty marine style battery kill switches, capable of carrying the total current load of the vehicle (including the winch) be used and wired so that the entire electrical system can be disabled with just one switch.

b) All vehicle occupants should have access to the IGNITION circuit breaker

(c) Each vehicle must have a positive action ignition switch. The switch should be labeled "ON/OFF" and be located within easy reach of the driver and outside the vehicle. All electric fuel pumps with independent switches must be labeled "fuel ON/OFF" and be within easy reach of the driver and outside of the vehicle. It is strongly recommended that electric fuel pumps are not permanently switched to + BATTERIES

d) **Batteries must be securely mounted with metal brackets, clamps or ties in a manner that prevents displacement during rollover.** All batteries containing acid must be completely enclosed in a battery case, including the top, sides and bottom. The enclosure must be able to contain the quantity of acid contained in the battery. Batteries should not be located in the occupant

compartment. Batteries should be considered to be in the passenger compartment if there is no firewall between the battery and the occupants. All batteries must be sealed type, do not spill. Absorbed Glass Matt (AGM) or “gel cell” type batteries are strongly recommended.

LIGHTS

- e) Working lights are only required for events where part of the course takes place between sunset and sunrise.
- f) All vehicles must have at least two tail lights, two brake lights and one amber rear-facing light. Rear lights, if equipped, are permitted only if they remain on each time the vehicle ignition is turned on.
- g) An amber rear-facing light must be installed on all vehicles.
- h) All rear-facing lights must be protected against damage that may be caused by rollover, and must be mounted so that they are clearly visible from the rear of the vehicle. Rearward facing orange light and blue light if necessary, must illuminate with a brightness at least equivalent to a 40 watt 12V automobile lamp but not brighter than the equivalent of a 12V 55 watt automobile lamp LED lamps of appropriate brightness are allowed. The orange lens should be coated in an orange color. No other colors are allowed. All rear-facing lights must be connected to the ignition switch or directly to a battery main switch, so that they remain on whenever the vehicle's ignition is turned on.
- i) If, during an event, a required light is not functioning, it must be repaired or replaced at the next available location before the vehicle can continue in the event.

STARTER

- j) All vehicles must be self-starting using an on-board electric starter.

8.2.25 WHEELS AND TIRES

- 1) All vehicles must have exactly four drive wheels, each with exactly one tire.
- 2) Hubcaps, wheel trims or wheel covers of any type are not permitted.
- 3) All factory-made tires from all manufacturers are permitted.
- 4) The condition of the tires must be checked visually and must not be considered dangerous by the chief technical inspector.
- 5) Studs, screws or any other element added to the tire are not permitted. Grooving, recutting or other modifications involving the removal of material from the tire are permitted.
- 6) Secondary inflation device which maintains the tire profile in the event of a puncture will not be permitted. No anti-puncture system is permitted inside the wheel.
- 7) The requirement for DOT Street Legal tires in limited classes is implied for all races. DOT/road legal tire classes are limited to tires intended for highway use and available to the general public as part of a multiple line of tire sizes in design. Tire dipping or chemical modification in DOT/road legal classes will not be permitted. Durometer testing to confirm that the tires comply with DOT/road legal tires within 5% will be arranged.

8.2.26 VEHICLE WEIGHT

- 1) The weight of the official vehicle must be the curb weight of the vehicle. Dry Empty Weight is measured without fuel, spare tires, tools, spare parts or vehicle occupants. The official weight will

be the weight indicated by the official scales of the King Of France. The vehicle must roll onto and off the scale by itself with all mechanical systems complete and ready to race.

8.3 STOCK CLASS / 4600

The spirit of the STOCK class is to allow series and used suppliers to present their products while offering teams a venue to compete with real drivers in vehicles that closely resemble the standard versions. The driver will have the burden of proving the legality of any part of their vehicle, including (but not limited to;) Engine/Transmission, chassis length, suspension setup.

8.3.1 ELIGIBLE VEHICLES

1) All four-wheel and four-wheel drive production motor vehicles are eligible to compete, provided they comply with all rules and regulations specified herein, and with the following limitations and exceptions: Minimum of one thousand (1000) units were produced by the original manufacturer for a given model year, for a given market. Vehicles produced for foreign markets may be imported for competition, but features and/or components present on vehicles produced in different regions/markets must not be combined in a single vehicle if this violates the rules or regulations specified in the present.

The original tank is accepted see: 8.2.22 FUEL CIRCUITS FUEL

8.3.2 CHASSIS AND BODYWORK

1) Stock chassis (the chassis is considered the main chassis rails and all original struts) must be retained and must be complete and unmodified. No part may be removed for any reason and no section of the chassis may be "cut" or reshaped with the following limitations and exceptions: part of the chassis and rear crossmember may be removed or trimmed for belly protection or to install an aftermarket rear bumper. Frames can be strengthened by adding reinforcements.

2) Bodywork of the body required (the bodywork is considered the complete cabin, including all interior and exterior walls, sheet metal, bed, doors, bonnet, wings, grille, etc.). The bodywork must be complete and unmodified, with the following limitations and exceptions: Holes may be cut in any part of the body for the sole purpose of allowing passage of the roll cage and transfer case link / transfer to pass through the chassis. Hole openings must be kept within 0.5 in (12.5 mm) of the diameter of any tubing or link that passes through the body, with additional restrictions related to holes in firewalls specified in the section 8.2.12, subsection 4.

The exception to this rule is the allowance for underbody protection limited to the area between the wheel arches. A cut can be put into the frame and/or reinforce this area. The mating of the door surface and the door sill cannot be interfered with. The serial threshold must be preserved and unaltered.

3) Stock doors can be modified to create half doors and/or can also be replaced with tubular doors. Doors must open and close, bolted panels are not permitted.

4) Stock windows (glass) are not required, but are permitted provided they meet DOT standards. Alternatives to traditional safety glass may be authorized, with lexan for example, door nets remain mandatory.

5) Front inner wings must be complete and unmodified, with the following limitations and exceptions: Outer wings (wheel well openings) may be cut for the sole and exclusive purpose of allowing tire clearance. Modifications to the exterior wings must retain the appearance of the stock

wheel arches, as originally manufactured, and must not be cut excessively (no more than 2" (50mm) between each part of the outer wing and the tire in full compression).

6) Front outer wings can be replaced with aftermarket OEM style wings (flared). Fiberglass mudguards are permitted.

7) The rear inner and outer wings must be complete and unmodified. Limitations and Exceptions: Outer wings (wheel arch openings) may be cut for the sole purpose of allowing tire clearance. Modifications to the outer wings must preserve the appearance of the original wheel arches, and must not be cut excessively (no more than 2" (50mm) space between any part of the outer fender and the tire in full compression).

8) Significant damage to any part of the chassis or body (before the start of the race) may be considered illegal modifications, and repairs may be necessary, as determined and at the sole discretion of the Chief Technical Inspector.

9) Mounting brackets may be modified or deleted with the limitations and exceptions: The relationship between body and chassis must remain within 1" (25mm) of the stock configuration, as originally manufactured. Body mounts shall not be modified or eliminated for any reason other than to allow any part of the roll cage to pass through the body to be securely attached to the chassis.

10) Factory headlights are required and must be functional.

11) Factory bumpers are not required and can be modified or deleted.

8.3.3 ENGINE

1) The stock engine must be retained, but can be replaced with any engine available in the make/model/year. All modifications are permitted, with the following limitations and exceptions: The stock engine block must be retained, as originally manufactured (internal engine modifications are all permitted). Forced air intake (turbo or supercharger) of any type is not permitted unless factory equipped.

2) If equipped with a water-cooled engine, the radiator must remain within 6" (150mm) of the original location, as originally manufactured

8.3.4 TRANSMISSION

1) The stock transmission must be retained, but can be replaced with any other available make/model/year. All modifications are permitted, with the following limitations and exceptions: Stock transmission must be retained, as originally manufactured. Auxiliary transmissions (e.g. secondary transmissions, under/overdrives, etc.) are not permitted.

8.3.5 TRANSFER BOX

1) All transfer cases are permitted, provided they comply with all additional rules and regulations specified here. 8.3.6 PROPSHAFTS

1) All propshafts are permitted, provided they meet all additional rules and regulations specified herein.

8.3.7 AXLES

1) All axles are permitted, provided they meet all additional requirements, rules and regulations specified herein.

8.3.8 MANAGEMENT

1) Steering components may be modified or removed and steering components and linkage may be installed in any location and in any orientation, with the following limitations and exceptions: **All vehicles must maintain a type of mechanical steering linkage (e.g. "all hydraulic" steering is not permitted unless factory fitted)**, and said linkage must be capable of controlling the steering of the wheels/tires without additional assistance from the power steering. The steering box (or bracket, if equipped) must remain within 4" (100 mm) of the stock location. No part of the steering linkage must be oriented so as to be partially or substantially parallel to the frame rails or any part of the suspension linkage, with the exception of the drag-link and panhard bar (if equipped, and unless otherwise noted, as originally manufactured). The rear steering is not allowed.

8.3.9 SUSPENSION

1. The wheelbase must remain within 75 mm (3") of the stock dimensions.

2. Suspension configuration must remain as originally manufactured leaf suspensions must remain leaf suspensions, coil spring suspensions must remain as coil spring suspensions, torsion bars must remain as coil springs, twisting, etc.).

3. Leaf suspensions may be replaced by leaf suspensions and may be installed in any location and orientation, with the following limitations and exceptions: Leaf suspensions must be connected directly to the axle, unless differently equipped at the factory. Links may be installed, but leaf suspensions must be capable of locating the axle relative to the chassis in any direction without the use of such a link. As such, quarter-elliptical springs, transverse leaf springs and the use of double shackles (at the points of attachment of the front and rear leaf springs to the chassis) are not permitted unless fitted in factory.

4. Coil springs and associated suspension linkage may be modified or removed and replaced with coil springs and linkages, and may be installed in any location and orientation, with the following limitations and exceptions: Coil springs must be directly connected to the axle and chassis and must not be mounted in any manner to give any type of mechanical advantage, unless factory equipped. Springs should not be replaced with any type of coilover shock absorber unless factory equipped (if equipped, factory coilover shock absorbers may be replaced with aftermarket shock coils).

5. Secondary suspension is not permitted unless factory equipped Suspension is considered any means or method of supporting any part of a vehicle's weight and/or affecting the primary spring rate at any moment). As such, pneumatic springs and shock absorbers and air/nitrogen charged hydraulic shock absorbers are not permitted. Compressible bumpers made of rubber, foam or similar materials are permitted, with the following limitations and exceptions: Does not impact any aspect of vehicle performance beyond the last 2" (50mm) of travel vertical wheel (in compression).

5.1. Hydraulic stops charged with air/nitrogen, compressible stops made of rubber, foam or other similar material are permitted, with the following indications: Limitations and exceptions: Apparent

stops must have no effect on any aspect of the performance of the 'a vehicle outside the last 2 "(50mm) vertical travel of the wheel (in compression).

6. Shock absorbers of all makes/models/types are permitted and may be installed in any location and orientation, with the following limitations and exceptions: Only one shock absorber is permitted per wheel/tire (not including spare tires). Shock absorbers must not be larger than 2.65" (67mm) in diameter (outer diameter of shock body) and must not be capable of travel more than 14" (355.6mm). Position sensitive dampers (including bypass dampers of any type) are not permitted. The shock absorbers must be directly connected to the axle and chassis and must not be mounted in any manner to give any type of mechanical advantage, unless it is so in the factory equipment (mounting shock absorbers in position vertical is permitted and should not be considered mechanical advantage).

7. Manual suspension controls (e.g. forced hydraulic) are not permitted.

8.3.10 WHEELS AND TIRES

1) The intent of the tire rule for the STOCK class is to limit the use of tires to the standard of production models designed, sold and advertised for use on highway vehicles. Therefore, all tires used in competition must be easily accessible to the public, from any local distributor. Tires with special construction, compounds, etc. designed for the purpose of competition are not permitted.

2) Tires must be DOT approved, with a maximum outside diameter of 35" (or equivalent), as specified on the sidewall of the tire by the original manufacturer

8.4 MODIFIED CLASS / 4500

8.4.1 CHASSIS AND BODYWORK

1) The chassis is considered the main support used to mount the transmission and bodywork. It should run from the OEM engine mounting location to the rear of the occupant seats. The rest of the chassis must remain intact, however tolerances will be provided for suspension mounting.

2) The stock chassis should be preferred, but aftermarket chassis and custom chassis are permitted. Aftermarket and custom chassis must be designed within a dimension range of 1.5" (38mm) x 3" (75mm) x 0.120" (3.0mm).

3) At the static height of the vehicle, the bottom of the side rails must not be higher than the top of the tires.

4) At no point should the frame rails be closer than 16" (406 mm), measured horizontally.

5) Chassis rails must remain within 100mm (4") of vertical alignment along the entire length of the chassis.

6) Bodywork is considered to be the exterior of the cabin, floor, doors, hood/bonnet, front/rear, wings, grilles, etc.

7) All vehicles must resemble a production vehicle and the body must be complete with the following limitations and exceptions: Body modifications to improve performance and/or visibility are permitted but must preserve the appearance of the body series, as originally manufactured.

8) For purposes of the modified class, a production vehicle is defined as any vehicle of which at least 250 chassis/body combinations are sold to the public.

8.4.2 ENGINE

1) All engines are permitted, provided they comply with all additional rules and regulations specified herein, and with the following limitations and exceptions: The rear of the engine block must be located in front of the forwardmost part of the seat of the driver, unless otherwise equipped, as originally manufactured in a four-wheel drive vehicle

2) Mounting the free radiator

8.4.3 TRANSMISSION

1) All transmissions are permitted, provided they follow any additional rules and the regulations specified herein.

8.4.4 TRANSFER BOX

1) All transfer cases are permitted, provided they comply with all additional rules and regulations specified herein.

8.4.5 PROPSHAFTS

1) All propshafts are permitted, provided they meet all additional rules and the regulations specified herein.

8.4.6 AXLES

1) All axles are permitted, provided they meet all additional requirements and regulations specified here.

8.4.7 MANAGEMENT

1) All vehicles must retain some type of mechanical steering linkage (e.g. "full hydro" steering is not permitted, unless the corresponding chassis is factory equipped), and said linkage must be capable to control the direction of the steering wheels/tires without the benefit of any additional assistance to the power steering. Rear mounting is not permitted.

8.4.8 SUSPENSION

1) All suspension components and configurations are permitted, provided they comply with all additional rules and regulations specified herein.

a) Shock absorbers of any make/model/type are permitted and may be installed in any location and orientation, with the following limitations and exceptions:

b) Only two shock absorbers are permitted per wheel/tire (excluding spare tires).

c) Shock absorbers must not exceed a diameter of 2.65" (67 mm) (outer diameter of the shock body) and must not be capable of exceeding 14" (355.6 mm) of travel

d) Shock absorbers must be connected directly to the axle and chassis and must in no case be mounted in such a way as to produce any mechanical advantage, unless provided at the factory

(mounting shock absorbers in a vertical position is permitted and should not be considered a mechanical advantage), or equipped with any type of independent suspension (then shock absorbers can only be fitted to provide a mechanical advantage over wheels/tires that are independently suspended).

e) Manual suspension controls (e.g. forced hydraulics) are not permitted.

2) Independent suspensions are not permitted in the modified class with the following exceptions:

a) Vehicles with independent suspensions have thus been provided at the factory for this type of model and body for the same model year

b) Chassis requirements will exceed class rules to include suspension mounting points for the independent portion of the suspension.

8.4.9 WHEELS AND TIRES

1) The intent of the tire rule for the modified class is to limit the use of tires to the standard for production models designed, sold, and advertised for use on highway vehicles. Therefore, all tires used in competition must be readily available to the public, regardless of their choice of local distributor. Tires with special construction, compounds, etc. designed for competition only will not be permitted.

2) Tires with a maximum outside diameter of 37" (or equivalent), as specified on the tire sidewall by the original manufacturer, must be DOT approved.

8.4.10 CLASS LEGEND / 4800

1) The engine must be mounted at the front

2) 2 seats must be side by side

3) Shock absorbers: only one shock absorber per corner is allowed. All coil transport devices are considered shock absorbers.

4) Axles must be solid type. No APCs or IFSs of any kind are permitted.

5) Tires must be DOT NON-STICKY compound no more than 37" in diameter as factory labeled

6) All safety and technical rules apply.

7) free steering.

8.5 CLASS UNLIMITED / 4400

8.5.1 ENGINE

1) All engines are permitted, provided they comply with all additional rules and regulations specified herein.

8.5.2 TRANSFER BOX

1) All transfer cases are permitted, provided they comply with all additional rules and regulations specified here.

8.5.3 PROP SHAFTS

1) All propshafts are permitted, provided they comply with all additional rules and regulations specified herein.

8.5.4 AXLES

1) All axles are permitted, provided they meet all additional requirements rules and regulations specified herein.

8.5.5 MANAGEMENT

1) All steering components and configurations are permitted, provided they comply with all additional rules and regulations specified herein. Rear steering is permitted.

8.5.6 SUSPENSION

1) All suspension components and configurations are permitted, provided they comply with all additional rules and regulations specified herein.

2) Shock absorbers of any make/model/type are permitted and may be installed in any location and orientation, provided they meet all additional rules and regulations specified herein.

3) Manual suspension controls (e.g. forced hydraulics) are permitted.

8.5.7 WHEELS AND TIRES

1) All tires are permitted, provided they meet all additional rules and regulations specified here.

8.6 Class SSV / 4900

8.6.1 Definition, An SSV is defined as a standard production vehicle with two side-by-side (see single-seat) engine and powertrain used in motorsports. Any non-production belt driven vehicle must be approved prior to racing.

8.6.2 Security

1) Security SSV must follow all Ultra4 security rules with the following exceptions:

- 2) A six-point roll cage is required. The roll cage must be directly connected to the subframe at six points.
- 3) Safety harnesses conforming to 8.2.1 are required.
- 4) Seats must have slots for harnesses and adequate headrest contact with a helmet. Racing seats are strongly recommended.
- 5) Doors are required but are not required to open. If the doors open, a mechanical secondary interlock is required. (zippers, velcro, tape, are not considered mechanical)
- 6) Window nets complying with section 8.2.2 are mandatory. Arm guards can be used in addition to window nets.
- 7) Plastic tanks permitted if this is the case in the factory standard version
- 8) All seats must be completely secured by metal components. Plastic components are not permitted, even if originally supplied by the manufacturer. The factory lock may be retained.

8.6.3 Performance

- 1) Engines must be of powersports configuration. Engine supercharging is permitted

8.7 SUPPORT VEHICLES 8.7.1 Visibility

- 1) If the conditions and the route require it, all technical assistance vehicles must display white numbers with a minimum height of 4" (100mm) corresponding to the number of the vehicle for which they carry, both the sides of the vehicle on the side windows, on the upper corner of the front windshield on the passenger side, and on the rear window. Support vehicles must have a current King Of France pass attached to the lower front corner of the passenger side windowscreen.

EVENT RULES AND REGULATIONS

9.1 EVENT OFFICIALS

9.1.1 The following Instructions are the official requirements of King Of France: Race Director is the general manager of the race and the event and of all commercial transactions and events of the organization. All other officials are responsible to the race director. The Race Director, in partnership with the Track Director, has the final decision on all matters regarding the King Of France event. The race director has the discretionary power to make final decisions to judge or impose sanctions with regard to compliance with all the Rules of these regulations. The Director has the authority to penalize, disqualify or suspend any participant (competitor or crew member) for unacceptable conduct or violation of these rules, including any Special Rules and additional regulations.

Pit Stop, A race official appointed by the race director, to direct the operations of a pit stop and the immediate area around that pit stop and particular areas to be respected such as refueling.

The race director convenes as a commission of inquiry if necessary to decide questions concerning rule infractions, sportsmanship and behavior on the course; mainly those identified by officials on the course and the red card system. The meeting will be held approximately 30 minutes after the close of the finish line of the event, and before the awarding of the event ceremony.

9.2 EVENT PARTICIPANTS

9.2.1 REGISTRATION

- 1) A participant number must be assigned to the designated driver for the entire year. The Driver must complete the entire race as quickly as possible to become the champion.
- 2) The driver and the assigned participant number form an inseparable pair. No driver may change their allocated participant number during the event.
 - a) Each driver can only be an official driver for one car per class and per event.
- 3) Any entrant who fails to complete and sign the required entry forms and releases will be subject to disqualification. Registration forms and waivers must be signed in person, in the presence of registration staff. Photo ID may be required.
 - 4) All competitors under the age of 18 at the start of the event must have their registration form notarized and their waiver signed by a parent or legal guardian.
- 5) Driver and co-driver appearing on the official registration list must attend all driver briefings. Failure to do so may result in penalty, denial of starting rights, disqualification and/or fines. Armband checks and roll calls can be made at the meeting.
- 6) No participant may enter race areas, pre-run or receive the official course map until they have signed all registration forms and releases. No one should sign an entry form or release for any other person.
- 7) Registration of special consideration may be authorized with the prior authorization of the race director.

9.2.2 DRIVING

- 1) Any competitor whose application bears a falsified signature will be disqualified. The competitor may also be suspended from future events for one year.
- 2) Failure to attend the drivers' meeting by at least one member of the participant: penalization, denial of the right to start, disqualification and/or fines.
- 3) Abusive conduct towards a race official: Disqualification, suspension, minimum fine of one hundred Euros (€100) or any combination of the three.
- 4) Drinking intoxicating beverages in the official technical inspection area before the race, after racing areas (e.g. impoundment, etc.). **The consumption of alcohol is strictly prohibited for competitors and those in the pit crew.** Checks will be carried out before departures. The use of narcotics or other legal or illicit drugs is prohibited. Any participant who shows any evidence of being under the influence of any of the above will be immediately disqualified and subject to suspension from all future events. The offender must leave the premises immediately under the direction of the administrators.

5) Any participant who utters inappropriate language, verbal threats and/or physical violence, or any other offensive, harassing, or humiliating language or responsible behavior, towards a member of the King Of France event staff volunteer, participating in another event or spectator shall be subject to automatic disqualification.

Competitors are responsible for the behavior of all participants acting on their behalf, including but not limited to: their pit crew, support team and sponsors. Acts and physical or verbal abuse may be reported to the appropriate authorities and may result in legal action. Bad sportsmanship or unsportsmanlike behavior, in the pits or on the field, before, during or after an official event, may subject the offending participants or related participants to disqualification.

6) Failure to appear at the request of the race director may result in a penalty.

9.2.3 DRIVERS AND CO-DRIVERS

1) Only competitors listed in the official registration list may drive or co-drive the vehicle for which they are registered. Registration is limited to a maximum of four competitors per vehicle.

2) All drivers must be at least 16 years old at the start of the event (subject to further restrictions on driver eligibility).

3) No one other than the registered competitors of a participating vehicle may ride in that vehicle. No competitor must ride in any vehicle other than in normal driving positions. Application of these rules for any vehicle is the responsibility of the designated driver of that vehicle.

4) Competitors may exit the vehicle during the event in the following manner:

a) The co-driver(s) may exit the vehicle on the route to spot, winch, repair the vehicle or take a biological break.

b) The driver may leave the vehicle on the route to repair his vehicle or take a biological break.

c) Competitors may exit the vehicle in the designated pits.

d) Competitors must get out of the car when refueling.

5) No one may exit the vehicle at any time unless they can do so safely.

6) Competitors may not intentionally choose to leave the vehicle for any reason if stopping the vehicle would impede the flow of traffic.

9.2.4 SAFETY EQUIPMENT

1) All competitors must wear a driving suit that meets one of the following standards at all times during the competition:

- FIA 8856-2000

- FIA 1986 standard

- SFI 3-2A / 5 specification

- Two-piece suits are not permitted. Coveralls must cover from the neck to the ankles and wrists. Suits must not have holes, rips or tears, or be too tight. Coveralls must also be free of any petroleum-based contaminants. It is strongly recommended to wear fire-resistant underwear.

2) Helmets must be approved and bear one of the following labels:

- Snell SA2010 or SAH2010 or SA2015

- FIA Standard 8860-2004 or 8860-2010 or 8859-2015 The primary attachment of the helmet must be by means of straps fitted with a D-ring buckle. No clasp or Velcro will be permitted as the primary means of fixing the helmet. Clasps or velcro may be present to secure the ends of the helmet straps. The interior and exterior of the helmet must be free of defects (i.e. the padding must be in good condition and the exterior of the helmet must not be damaged).

3) All competitors must use a head (Hans or Simpson type) and neck restraint system that meets the following specifications:

- SFI 38.1 specifications.
- FIA 8858-2002 or FIA 8858-2010 standards Competitors who violate this rule will not be allowed to continue on the course. Donut-type cushions and neckbraces are not permitted.

4) Shatter-resistant eye protection is required for all competitors, visor for closed helmets and motocross type goggles for open helmets.

5) All occupants must use gloves meeting one of the following specifications:

- SFI 3.3
- FIA 8856-2000 or 8856-2018 9.2.5

6) All competitors must use shoes meeting one of the following specifications:

- SFI 3.3
- FIA 8856-2000 or 8856-2018 9.2.5

9.2.6 Replacement driver

- 1) Drivers are entitled to one replacement per season.

9.3 PROGRESS OF THE EVENT

9.3.1 PROGRESS OF THE EVENT

1) King Of France will set the maximum duration of an event using the program provided on the day of the event and may be modified depending on the circumstances.

2) A participant's official time will be the total time elapsed between their assigned start time and the time they cross the official finish line. This elapsed time must be less than the designated time limit of the event. If a participant does not show up to the staging area in time to stage their respective starting position, the competitor will be placed in the back and start after the last assigned car.

3) The winner of the event will be the participant who: finishes the race with the shortest elapsed time, or completes the greatest number of laps or the greatest distance within the event time limit, or receives the highest score for the event. The participant must also meet all other criteria and must not be disqualified to be declared the official winner of the event.

4) when an accident, rollover, breakdown or broken down vehicle has occurred on the course, all participants must make reasonable efforts to assess the situation of the competitors involved. Competitors involved in an accident, a rollover, a breakdown or whose vehicle is no longer in good condition must do everything possible to signal its condition to other competitors passing by (for example, give a helping hand). If, in the event of an accident on the course, vehicle overturned, broken down, a passing vehicle cannot determine that the competitors involved are OK or in case of doubt about the status or condition of the competitors involved, they must inform a representative official at the next checkpoint, at the next level crossing, at the next pit stop or by radio (if applicable) of the vehicle and the location, vehicle number and possible apparent injuries.

5) Safety devices in the event of a breakdown (beacons or reflective devices) must be placed at least 100 meters and further approximately 20 meters behind a breakdown or accident and placed next to the track on the same side as the vehicle broken-down.

6) Any participant who must end the event must report to a race official at a checkpoint, crossing, pit stop or start/finish whether they are out of the race.

7) No aircraft, including drones, are permitted for race assistance purposes. This includes, but is not limited to, flying over any racing vehicle; transportation of competitors and/or support teams (except in cases of medical emergency); communication with the racing vehicle; tracking for racing vehicles; transportation of equipment and/or parts; landing on or near the racetrack in areas other than approved and within FAA rules; and interfering with the normal operation of the event.

Violation of this rule may lead to disqualification. Requests for special use of aircraft must be made in writing and addressed to the race director. Requests must include the radio frequencies (helicopter or aircraft frequency and race team frequency) to be used and must be submitted no later than one month before the planned event. Requests received during the month preceding the event will not be taken into account.

8) Starting procedures will be announced during the drivers' meeting at each event.

9) No participant may leave the start line before the assigned start time. Only participants who cross the finish line within the allotted time will be declared official finishers. Each vehicle must come to a complete stop at each checkpoint. Failure to come to a complete stop at any checkpoint will subject the violator to a minimum time penalty of fifteen minutes for each occurrence and possible disqualification, at the discretion of the Race Director. Each vehicle must come to a complete stop at each level crossing or when signaled by the race marshals. Failing to do so, the offending participant will be subject to a minimum fine of fifteen minutes for each and a possibility of disqualification.

10) All competitors may be checked for their safety sticker or armband and all vehicles may have their roadworthiness sticker checked at any time, designated checkpoints or level crossings. Each competitor is responsible for their safety equipment sticker, armband and vehicle technical inspection sticker. Any participant who is not in possession of the sticker, armband(s), or technical inspection sticker of the vehicle may be disqualified.

11) No incoming vehicle shall be towed, pushed, pulled or otherwise moved or carried by a non-participating vehicle or group of spectators on the official course while an event is still in progress. Exceptions may be made by race marshals if a disabled vehicle impedes the flow of racing traffic. If necessary, a marshal can help move the broken down vehicle without penalty for the driver. The occupants of a vehicle pushed or pulled away from traffic must make the necessary repairs to leave, of their own accord, the area in which they were located.

12) No one may be registered as the designated driver for more than one vehicle at the same event. The assigned driver can be registered in another vehicle as a co-driver.

13) A marked course is the official course designated by and marked by the official King Of France marks and/or indicated via the official GPS track. All vehicles must follow this route during the race. Passage is only permitted if there is no vegetation on the side of the route. **Shortcuts are not permitted and will result in disqualification.** A shortcut is defined as any deviation from the official circuit for a reason other than success. Deviations from the marked circuit in these areas will result in automatic disqualification. All vehicles must only travel in the correct direction of the route. Driving in the opposite direction of the course is prohibited and may result in penalties including disqualification and suspension.

14) Failure to show up to set up the starting grid on time or failure to line up in time to start at the assigned start time may result in a rear start or DNS.

15) Failure to come to a complete stop at a level crossing designated as a complete stop or failure to stop when signaled to do so by road crossing officials: fifteen minute time penalty for each event.

16) Speed in a speed zone is limited to 10km/h limited: penalty of one position.

17) Excessive speed in the “walking” limited pit speed zone: Disqualification.

18) Shortcuts: Disqualification.

19) Excessive or abusive strolling or bumping: Disqualification.

20) Any competitor or member of his crew traveling on the course before the official finish of the event in vehicles other than those registered for the event, may subject the participant to penalties up to and including disqualification and suspension. .

No outside assistance is permitted on the course or near the course. During the race, except in the official areas reserved for the pits. The race director reserves the right to evaluate each situation and react accordingly. Situations involving security are at the discretion of the administrators. If a vehicle breaks down on the course or overturns and requires assistance to right itself, the Race Director approves the following options. Any deviation from these options may result in disqualification of the participant.

a) **The driver or co-driver who is with a vehicle at the time of the breakdown may go on foot and from an official stop designated by of their choice, in order to recover the equipment or parts necessary for the breakdown repair of the vehicle.** Except as set forth in 3.4.2 below, if another person delivers equipment or parts to a participating vehicle, the participant will be subject to disqualification. Obtaining material or parts from any location other than an official King Of France site for the designated pit stop will subject the participant to disqualification.

b) **Another vehicle entered in the race may collect equipment or parts from the pit (but not elsewhere), and then deliver this equipment and/or these parts to the broken down vehicle.** The racing vehicle that will pick up and deliver the equipment or parts must travel in the correct direction on the course. Traveling in the wrong direction on the course results in disqualification for both participants (broken down vehicle and delivery vehicle). If a pit support vehicle or other unregistered vehicle not participating in the event delivers anything to a broken down vehicle, that broken down vehicle shall be subject to disqualification.

c) No participant who has officially finished or stopped the competition may re-enter the course to deliver anything to a broken down vehicle. With permission of the Race Director, DNF vehicles or vehicles which have officially completed the event may enter the course after the close of the race through a checkpoint immediately following a broken or disabled vehicle to recover and return it to the race parc ferme as a DNF, provided that, in doing so, no vehicle travels or crosses part of the route that is still active. The racing vehicle traveling on the course in the opposite direction of course, before the official end of the event: Disqualification. Pit support vehicles moving on the track before the completion of the event: Disqualification.

d) To minimize environmental impact and traffic congestion on the route, King Of France will provide official recovery teams to assist in the righting of overturned vehicles. Participants may use this service, if available, or other outside assistance (spectator assistance) ONLY to right an overturned vehicle. Once straightened, the vehicle must no longer receive external assistance of any kind. If the vehicle can continue after being straightened, the vehicle can of course continue without penalty. If the vehicle cannot continue after righting but, in the opinion of staff, does impede the flow of traffic, participants may attempt to repair the vehicle and continue, but may not receive any outside assistance while doing so. If a repaired vehicle cannot continue and is, in the opinion of staff, an obstruction to traffic, 3.4.4 applies. See section 10.3.5 ENVIRONMENTAL SAFETY for more information and rules relating to environmental protection

e) Any vehicle incapable of continuing, whether or not it has been righted with or without external assistance and that, as a result of its handicap, it poses the opinion of the commissioners, hinders the flow of traffic, can be moved or removed from the course by official recovery teams or by other external means until they no longer constitute an obstacle to traffic. Once moved or removed,

competitors may attempt to repair the vehicle and continue, but may not receive any outside assistance to do so.

f) Section 10.3, subsection 20, paragraphs “c” and “d” above will be subject to a minimum 2 hour penalty until disqualification.

21) Competitors cannot receive any assistance to repair a damaged vehicle outside approved areas. At no time may a team accept outside assistance from spectators to navigate an obstacle. (e.g. pushing or pulling a vehicle along the plate line.) Unless otherwise specified in Section 10.3, Subsection 20, paragraphs “c” and “d” for the purpose of minimizing environmental impact and/or traffic on the course, no participant will receive any external assistance. At no time, whatever the circumstances, will a new participant benefit from external assistance which only benefits the participant. Receiving advice, guidance or spotting an obstacle from anyone other than a co-driver or co-competitor may be considered an act of outside assistance. Participants receiving outside assistance, except as specified in Section 10.3, Subsection 20, paragraphs “c” and “d” above, will be subject to disqualification.

22) No participant or any other person except a representative of King Of France must remove, modify or move the course markings. Any person found guilty of modifying or moving the course markers will be subject to immediate disqualification and/or removal from the event area.

23) **Pre-race reconnaissance is the responsibility of each participant. Pre-racing must be done in a reasonable and safe manner and may be restricted or refused due to conditions. Dangerous and/or irresponsible conduct during the pre-race will subject participants to sanctions up to and including disqualification and suspension.** Participation in the pre-race is at the participants’ own risk and cannot under any circumstances form part of the official event. All preparations must be made in accordance with the rules for use of the park or land. Pre-runners must know and follow all rules and regulations regarding the owner’s use of the land. Participants engaged in the pre-race should always consider safety as the highest priority and should be respectful of other users.

9-3-2 CHECKPOINTS AND ROAD PASSAGES

1) All vehicles must enter each designated checkpoint or crossing at a safe speed. Dangerous racing toward and/or through a designated checkpoint or crossing is prohibited. Speeding through a checkpoint or road crossing shall result in disqualification. Safe speed is defined as a speed at which a vehicle can make a controlled stop without endangering anyone in the immediate vicinity of the designated checkpoint or crossing.

2) It is prohibited to overtake less than 100 meters on either side of roads and level crossings or checkpoints, except on the instructions of a race marshal. Refusal to comply shall subject the participant to disqualification or a time penalty of 15 minutes for each occurrence.

3) Passing through a checkpoint without a full stop: fifteen minute time penalty for each event.

4) Excessive speed and/or dangerous racing to a checkpoint: Disqualification.

9.3.3 PITS

1) Fixed pits or support teams outside designated areas or traveling in restricted areas: Disqualification.

2) **Reckless driving in the pits or on access roads by a racing or assistance vehicle: Disqualification.**

- 3) No vehicle will be allowed to enter the pits or the course area without a valid King Of France identity card.
- 4) The assigned driver assumes at all times responsibility for the actions of his pit crews, support teams and all other members associated with his team. Pit armbands must be worn by all pit crew members. No exceptions. The sanction for non-compliance will be:
- First level minor infraction: ○ First infraction, warned and unbanded person removed from the pits. Second offense will result in a 5 minute penalty for each unbadged person in the pit added to the driver
 - Second level major infraction: ○ Automatic disqualification if an unbadged person touches the race vehicle in any way or performs any type of work on the vehicle, or provides any assistance to the driver or co-driver. Once again, the assigned driver assumes full responsibility for his location. If someone is in your pit without being badged, the responsibility will fall on you, whether you know them or not.
- 5) No suspended person will be permitted to participate in any event or be permitted to enter the pits or course area.
- 6) Any pit support vehicle running on or near the course will result in the entrant being disqualified. Any pit service vehicle traveling within a restricted area will result in disqualification. Any pit service vehicle stopping at a level crossing may cause disqualification of the participant. Any pit service vehicle stopping on a road near the race and not in a designated official area may result in disqualification of the participant.
- 7) Pits (stationary or traveling) located in areas other than those officially designated as pit areas by King Of France: Disqualification.
- 8) Any competitor, crew member or other pit pass holder who participates in a demonstration in the pits, on the course or in the surrounding area before, during or after an event will be subject to expulsion from the area, suspension of future Events, and may be subject to legal action
- 9) **The maximum permitted speed on all main pit access roads and in all pit areas must be 10 km/h for all vehicles.** King Of France reserves the right to modify speed limits to take account of conditions.
- 10) The pit stop official will determine the areas around each pit.
- 11) All refueling must be located in the area provided for this purpose.
- 12) All pits must have the equivalent of a permanently approved 5kg ABC fire extinguisher. This capacity can be achieved by using fire extinguishers of any combination (at least 2kg fire extinguisher) A minimum of 5kg of fire extinguishers must be used at all pit stops (e.g. if 5kg fire extinguishers are used, then the pit crew must have two fire extinguishers).
- a) All fire extinguishers must have a recent certificate (less than one year old) from a fire department and be fully charged. Random checks will be carried out and time penalties may be imposed if fire extinguishers are not manned and ready.
- 13) All young children and pets must be kept out of the immediate area where the pits are located. Pets must be kept on a lead.

CAMPFIRES, BBQ PROHIBITED

- 14) All participants are responsible for cleaning the pit areas they used during the event and must leave with all their waste.

15) All gasoline cans must be kept off the ground and stored on a waterproof cover. Vehicles are refueled over an approved fuel protection mat or tarpaulin. Fuel mats or tarps must be free of defects or tears that could result in fluid spilling onto the ground. Liquid absorption products are highly recommended. Crews responsible for refueling on the ground may be fined and liable for clean-up costs. Any team refueling outside of an approved location, or without a fuel mat or tarp, may be disqualified.

9.3.4 COMMUNICATIONS

1) King Of France announces the main racing channel during driver meetings. The Race Director will make all reasonable efforts to inform all participants of any changes to the main race channel. The frequency of medical emergency operations will be announced, if separate from racing, at the driver's meeting at each event. All radio or other transmissions which interfere with those of the organization are strictly prohibited except in the event of a medical problem. Any racing and support vehicle radio equipment is strictly prohibited interfering with or disrupting racing communications on all frequencies assigned to the Amateur Radio Band, Public Service Band, Citizens Band, Marine Band and Aircraft Band. Outboard linear amplifiers with an output greater than 25 watts are prohibited. An outboard linear amplifier is a device that increases the power of the radio and is connected between the radio and the antenna. All participants must check radio frequencies before attending any event.

9.3.5 ENVIRONMENTAL SAFETY

1) Each vehicle must carry a disposable plastic sheet of 1m² or more to extract contaminated soil by turning over. Contaminated soil may remain in a plastic trash bag at the side of the course to be collected and disposed of by the sweeping team.

2) Index of all environmental rules: Section 9.2.14, subsection 1 (engine leaks) Section 9.2.14, subsection 2 (containment of engine fluids) Section 9.2.14, subsection 3 (spark arrestor) Section 9.2.15, subsection 1 (transmission leaks) Section 9.2.15, subsection 2 (transmission fluid containment) Section 9.2.16, subsection 1 (transmission leaks transfer case) Section 9.2.16, subsection 2 (transfer case fluid containment) 9.3.18, subsection 1 (power steering leaks) Section 9.2.18, subsection 2 (transfer case fluid containment) power steering) 9.3.19, subsection 3 (shock absorber leaks) Section 9.2.20, subsection 1 (braking system leak) Section 9.2.22, subsection 3, paragraph "a" (valves and fuel vents) 9.3.22, subsection 3, paragraph "h" (fuel mat) Section 10.3.1, subsection 20 (salvage)

10- RULES AND REGULATIONS OF THE SERIES 10.1 RULES SPECIFIC TO THE SERIES

This section reserved additional rules regarding the points structure for the International Endurance Championship, the American Ultra 4 Off-Road Series and other series.

11.0 OFFENSES AND PENALTIES

1) the race director and the chief technical inspector have the authority to sanction, disqualify or suspend any competitor in the event of violation of the technical rules.

2) The following list of offenses is a guideline in assessing penalties. These guidelines are not intended to infer that these are the only possible infractions, nor the only penalties that may be imposed on a participant participating in the King Of France event.

a) Minor infraction giving no competitive advantage such as getting lost or missing a turn will result in a warning for the first occurrence and a time penalty of 5 times the estimated advantage for the second occurrence.

b) A minor infraction resulting in a competitive advantage will result in a time penalty of 5 times the competitive advantage for the first occurrence and minimum 1 penalty of 1 hour until DQ for the second.

c) A major infraction, deliberate shortcut or repeated "mistakes" will result in a minimum 1 hour penalty up to DQ for the first occurrence and refer to 9.2.2 for second occurrence penalty.

3) Harmful conduct will result in disqualification.

4) Any participant disqualified from any event for any reason forfeits all prizes, points and contingencies earned during that event. The participant will not be entitled to a refund of any portion of the registration fee.

5) When video playback is available, it is used to resolve a timing issue, scoring issue, or red card situation.

12.0 PROTESTS AND CLAIMS

1) Each participant can file a complaint with race management during the event. Complaints must be presented to race control within 30 minutes of the end of the session/race in which the infraction occurred. Two additional hours will be allocated from the end of the session/race to gather additional information and materials. Complaints may be made against competitors for the following infractions during an event:

a) Vehicle leaving the route or taking a shortcut.

b) Receive outside help.

c) Refuel without an approved fuel mat or tarp acting as a waterproof barrier.

d) Unsportsmanlike conduct.

e) Excessive or abusive nudging/bumping.

f) Vehicle not in compliance with the regulations.

2) A competitor who believes he or she has been harmed by any part of the rules, by the action or inaction of a director, volunteer or other participant (including other competitors) has the right to file a claim. Such a protest must be filed with the race director no later than 30 minutes after the completion of the event.