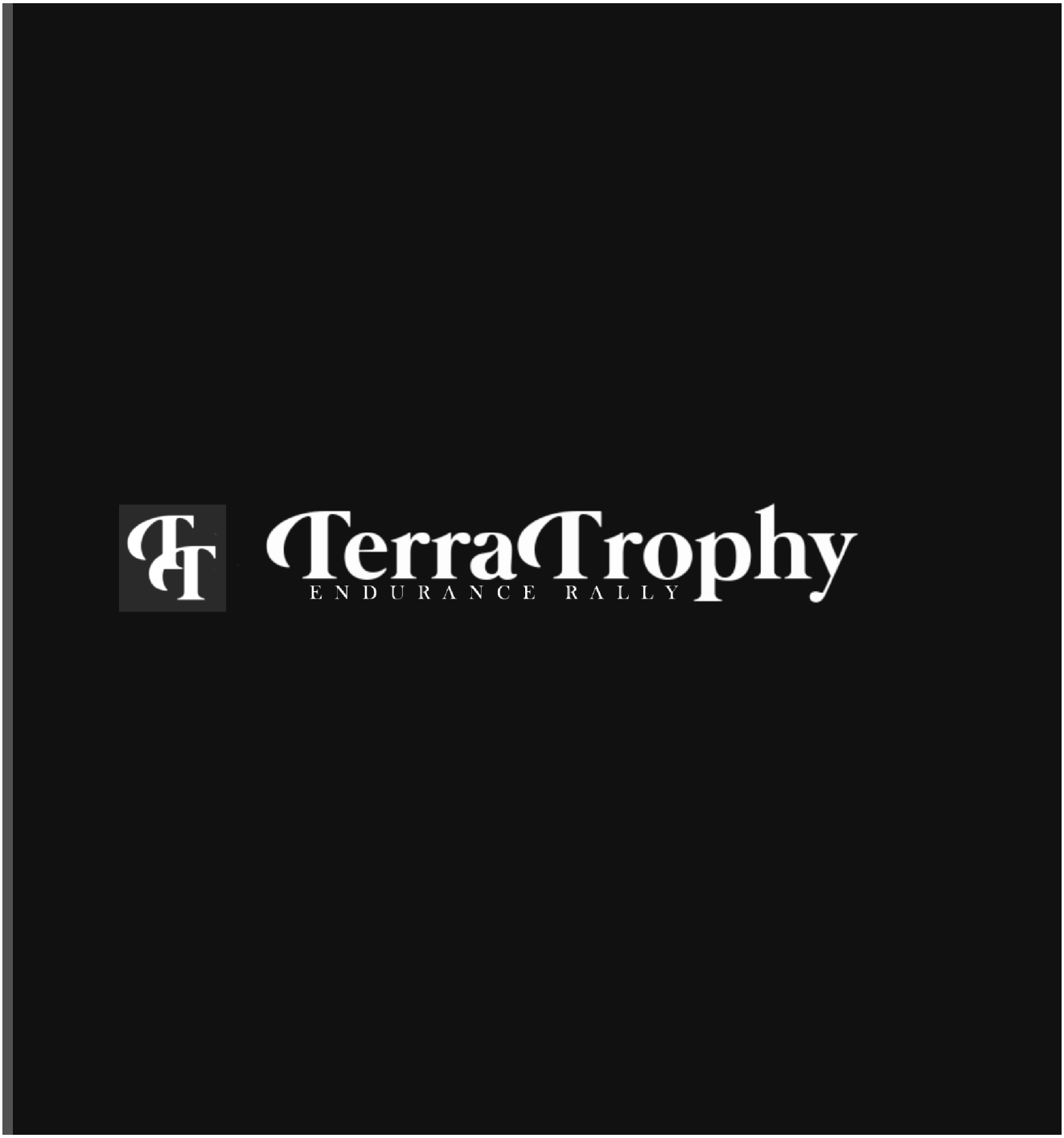


TERRA TROPHY RALLY 2027 RULEBOOK

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OVERVIEW

Terra Trophy Rally 2027 Rulebook

The 2027 Terra Trophy Rally is a 4WD Endurance Rally event, catered for street legal 4WD vehicles. These events are typically multi-day format, with 14+ hour long days. Each team is given a digital route they must follow and record a track to prove accuracy. Teams are broken into classes based on vehicle mods and tire size. All teams must complete the route in the allowed time without missing a trail or speeding to be considered a finisher.

In 2027, Terra Trophy will host a total of 5 events across the U.S. This will allow for an East and West coast series. Points will be added up across all 5 rounds. Drivers must attend 3 or more events to be considered for season points at the end of the year.

SPONSORS

- Maxxis Tires
- Z1 Off-Road
- Huffman's Fab
- Adventure Bound Offroad

DRIVER & VEHICLE REQUIREMENTS

DRIVER ELIGIBILITY

- Drivers must carry a valid state issued drivers license
- Driver must carry current registration, tag, and insurance on the vehicle

VEHICLE ELIGIBILITY

Vehicle Requirements

All types of street legal 4WD vehicles are welcome to participate in Terra Trophy Rally events. All vehicles competing in a Terra Trophy Rally event must have the following items to pass tech inspection and have in/on the vehicle for the duration of the event.

REQUIREMENTS AT TECH INSPECTION

- Terra Trophy Class Decal (Both sides of vehicle)
- Working Front & Rear Lights
- Rear Chase Light (Any additional flashing light above the tail lights)
- 2lb Fire Bottle in reach of driver
- First Aid Kit
- Basic GMRS Radio
- Full Size Spare or Patch Kit
- Winch & Recovery Gear
- Basic Tool Kit
- Water / Food
- Trash bags or Sack for Trash
- Jack / Hi-Lift
- Phone / Tablet for Recording Event
- Work Seat & Seatbelts (must be worn at all times)
- Battery Securely Tied Down
- No Serious Fluid Leaks
- All Lug Nuts Present
- Tag & Insurance

> **HELMET WITH EYE PROTECTION FOR ALL VEHICLES WITHOUT WINDSHIELDS.**
> **ALL VEHICLES ARE REQUIRED TO HAVE A HELMET FOR ROUND 1.**

RECOMMENDED FOR ALL EVENTS

- Additional Fuel
- Spare Parts
- Additional Fluids
- Helmet for Hard Obstacles

VEHICLE REQUIREMENTS - TOURING CLASS

The Touring Class is for your entry level 4WD. This class is for the most simple off-the-shelf parts on entry level vehicles with very little modifications.

FRAME / BODY

- The factory frame/cab must be used. The frame may not be modified with the exception of tire clearance (Ex: Toyota body mount). The frame must remain complete. The frame may not be shortened or cut. The front and rear horns may be reinforced or modified for aftermarket bumpers.
- The factory cab must remain complete and unmodified with the following exceptions: Modifications to the inner fender/firewall area are allowed for tire clearance only. Modifications to the inner and outer fenders are allowed for tire clearance only. Inner fenders may not be modified for shock mounting/clearance.
- Aftermarket hood, fenders, roof, or doors are not permitted. Removal of doors is not permitted.
- All vehicles must maintain all factory glass and full factory interior panels. Vehicles with truck beds may modify the bed sides for tire clearance and high clearance bumpers only.

ENGINE / DRIVETRAIN / FUEL

- Engine / Transmission / Transfer Case must remain as equipped from the factory. Up-date/back-date to same chassis options are allowed. (Ex. V6 Jeep ZJ may change to V8 Jeep ZJ engine available in Jeep ZJ chassis)
- Frame, Firewall, and Transmission Tunnel may not be modified in any way.
- Fuel Cells are not allowed.
- Touring Class is permitted to run pump gas or diesel fuel only. Race gas, ethanol, propane or E85 is not permitted.

AXLES

- All axles are allowed but must remain in the same form as originally equipped but may be replaced with a stronger unit. (Ex. Solid axle must remain solid axle. IFS diff must remain IFS diff)
- Portal Axles are not allowed in Touring Class

SUSPENSION / STEERING

- Suspension style and configuration must remain as originally equipped. All suspension mounting points must remain in the factory location on the chassis side. Mounting location may change on the axle/arm side (Ex. Leaf spring rear must remain leaf spring. IFS must remain IFS)
- All vehicles are limited to one (1) shock per corner. Shocks may not be larger than 2.5in in diameter and not exceed 12in in length. External bypass shocks are NOT permitted. Max of two (2) hydraulic bump stops are allowed total.
- Steering must remain as OE equipped. Aftermarket steering pumps, arms, boxes, racks, and lines are allowed. Hydro and hydro-assist are not allowed.

WHEELS & TIRES

- All types of wheels and sizes are allowed
- Tires are limited to 35in diameter and smaller. All Tires must be DOT (non-sticky) compound. No SXS tires are allowed

VEHICLE REQUIREMENTS - SMALL TIRE CLASS

The Small Tire Class is for your entry level 4WD vehicles that are commonly street driven or daily driven. These trucks are typically using off-the-shelf parts that are available to the average enthusiast. Due to the rules limiting modifications, this makes the Small Tire Class extremely competitive.

FRAME / BODY

- The factory frame/cab must be used. The frame may be modified for suspension mounting/clearance. The frame must remain complete. The frame may be cut in front of the engine motor mounts and behind the furthest rear point of the rear axle.
- The factory cab must remain complete. Modifications to the firewall are allowed for tire clearance only or cage only. Modifications to the inner and outer fenders are allowed for tire clearance and shock mounting. Factory pillars and roof must remain. (Jeeps Wranglers may remove the B-pillar for a DOM cage). Aftermarket hood, doors, and fenders are allowed
- All vehicles must have a minimum of ½ door, tube doors, or soft doors. Vehicles without doors are not allowed.
- All vehicles without front windshields are required to run head and eye protection the duration of the event.
- Roll cages are allowed and recommended. Cages must comply with Ultra4 stock class rules. All vehicles with roll cages are allowed to have the cages pass through the cab to tie into the frame.
- Vehicles with truck beds may modify the bed, but the bedsides must remain.

ENGINE / DRIVETRAIN / FUEL

- Engine / Transmission / Transfer Case is open with the following exceptions: -Frame, Firewall, and Transmission Tunnel may not be modified for a swap other than linkage for shifters passing through. Aftermarket cross-members are allowed for transmission/transfer case. Engine must be mounted in the factory location (no rear engine vehicles)
- Fuel Cells are allowed. Fuel Cell must be securely mounted to the cab or frame. The max fuel capacity in Small Tire Class is 40 gallons total.
- Small Tire Class is permitted to run pump gas or diesel fuel only. Race gas, ethanol, propane or E85 is not permitted.

AXLES

- Any axle configuration and axle type is allowed. This includes solid axle swaps.
- Portal Axles are not allowed in Small Tire Class

SUSPENSION / STEERING

- Suspension style and configuration is open. This includes leaf spring conversion to links or links from IFS. All changes must work around the factory frame. Link mounts may be added to the frame in any configuration but the frame may not be cut for clearance of arms.
- All vehicles are limited to one (1) shock per corner. Shocks may not be larger than 2.7in in diameter and not exceed 14in in length. External bypass shocks are permitted with a max of 3 tubes. Hydraulic bump stops are allowed.
- Shocks/Coilovers are not permitted to pass through the fender whees. Rear shocks may pass through the bed/cab.
- Any steering configuration is allowed given they retain some sort of mechanical connection. (Full hydro steering is not allowed). No rear steering allowed.

WHEELS & TIRES

- All types of wheels and sizes are allowed
- Tires are limited to 37in diameter and smaller. All Tires must be DOT (non-sticky) compound. No SXS tires are allowed

VEHICLE REQUIREMENTS - BIG TIRE CLASS

The Big Tire Class is designed for the highly modified street rig. This class is where you see many custom built setups with solid axle swaps, motor swaps, and custom suspension, but still street friendly. This has quickly become a competitive class for the big tire vehicles.

FRAME / BODY

- The factory frame/cab must be used. The frame may be modified for suspension mounting/clearance. The frame must remain complete from the furthest forward point of the firewall and behind t of the furthest forward point of the rear tires.
- The factory cab must remain complete. Modifications to the firewall are allowed for tire clearance and cage only. Modifications to the inner and outer fenders are allowed for tire clearance and shock mounting. Factory pillars must remain (Jeeps may remove the B-pillar for a full cage). Aftermarket hood, doors, and fenders are allowed
- All vehicles must have a minimum of 1½ door, tube doors, or soft doors. Vehicles without any doors are not allowed.
- All vehicles must have factory front glass with the exception to vehicles with complete roll cages that do not allow for a windshield
- Roll cages are allowed. Cages must comply with Ultra4 stock class rules. All vehicles with roll cages are allowed to have the cages pass through the cab to tie into the frame. No tube chassis are allowed.
- All vehicles without front windshields are required to run head and eye protection the duration of the event.

ENGINE / DRIVETRAIN / FUEL

- Engine / Transmission / Transfer Case is open with the following exceptions: -Frame, Firewall, and Transmission Tunnel may not be modified for a swap other than linkage for shifters passing through. Aftermarket cross-members are allowed for transmission/transfer case. Engine must be mounted in the location available from the factory. (No rear engine)
- Fuel Cells are allowed. Fuel Cell must be securely mounted to the cab or frame.
- Big Tire Class is permitted to run pump gas or diesel fuel only. Race gas, ethanol, propane or E85 is not permitted.

AXLES

- Any axle configuration and axle type is allowed. This includes solid axle swaps.

SUSPENSION / STEERING

- Suspension style and configuration is open. This includes leaf spring conversion to links or links from IFS. All changes must work around the factory frame. Link mounts may be added to the frame in any configuration.
- All vehicles are limited to one (1) shocks per corner. Shocks may not be larger than 3.65in in diameter and not exceed 16in in length. Hydraulic bump stops are allowed. Shocks/Coilovers are not permitted to pass through the hood. Rear shocks may pass through the bed/cab.
- Any front steering configuration is allowed. No rear steer allowed.

WHEELS & TIRES

- All types of wheels and sizes are allowed
- Tires are limited to 42in diameter and smaller. All tires must be DOT (non-sticky) compound. No SXS tires are allowed.

VEHICLE REQUIREMENTS - UNLIMITED CLASS

The Unlimited Class is designed for the most capable street legal vehicles. These vehicles are heavily modified or custom chassis' with no restrictions of build design minus being street legal.

FRAME / BODY

- Frame / Cab is unlimited. Tube chassis vehicles are allowed.
- All vehicles without front windshields are required to run head and eye protection the duration of the event.

ENGINE / DRIVETRAIN / FUEL

- Engine / Transmission / Transfer Case is open. Engine mounting location is open.
- Fuel Cells are allowed. Fuel Cell must be securely mounted to the cab or frame.
- All fuel types are allowed

AXLES

- Any axle configuration and axle type is allowed. This includes solid axle swaps.

SUSPENSION / STEERING

- Suspension style and configuration is open.
- All vehicles are limited to two (2) shocks per corner. Shocks may not be larger than 4in in diameter.
- Any steering configuration is allowed

WHEELS & TIRES

- All types of wheels and sizes are allowed.
- Tires are open.

VEHICLE REQUIREMENTS - PRERUNNER CLASS

The Prerunner Class is designed for the most capable high speed desert and gravel road vehicles. These vehicles are heavily modified, many with tube front and rear setups and large shock packages to tackles the big whoops of the desert. Both 2WD and 4WD vehicles are allowed

FRAME / BODY

- Frame / Cab is unlimited. Tube chassis vehicles are allowed.
- All vehicles without front windshields are required to run head and eye protection the duration of the event.

ENGINE / DRIVETRAIN / FUEL

- Engine / Transmission / Transfer Case is open. Engine mounting location is open.
- Fuel Cells are allowed. Fuel Cell must be securely mounted to the cab or frame.
- All fuel types are allowed

AXLES

- Any axle configuration and axle type is allowed. This includes solid axle swaps.

SUSPENSION / STEERING

- Suspension style and configuration is open.
- All vehicles are limited to two (2) shocks per corner. Shocks may not be larger than 4in in diameter.
- Any steering configuration is allowed

WHEELS & TIRES

- All types of wheels and sizes are allowed.
- Tires are open.

RALLY FORMAT

FORMAT

Terra Trophy is a navigation based rally. Drivers/Teams will be sent off in 2 minute intervals. Teams will be required to follow the entire GPX file route provided, completing every trail and return back to the start/finish line to be considered a finisher of the rally. Some trails are required to be run in a specific direction while others can be driven in either direction.

TRAILS

The Terra Trophy events will offer all types of terrain and push drivers and rigs to the limits. From steep rock climbs to muddy washes, Terra Trophy will offer it all. The trails given to each class are selected based on vehicle capabilities for the tire sizes for each class.

LEAVE TIME

Leaving time for the first day will be based off random selection drawing by drivers at check-in. Drivers who have season passes will leave first, followed by drivers based off selection.

RALLY START

Teams must line up one (1) hour prior to the rally start. Teams/drivers will leave in 2 minute intervals. When leaving the line, teams will be required to maintain the required speed limit set for each event start section.

RALLY FINISH

All teams must complete the full route and cross the finish line within the allowed time. Teams must come to a complete stop after crossing the finish line, end recordings and provide recording to Terra Trophy Rally staff.

PRE-RUNNING

Pre-Running of the route once the route has been distributed is not allowed.

RALLY SPEEDS

All rally drivers must follow the speeds posted on the roads. The max speed allowed on any road or trail is 55mph unless noted. The rally will also require a max average speed of 35mph unless noted. This speed is subject to change for all events.

GPX ROUTE

Each team will be given a GPS based map with all required routes for the event. Each team is required to run each trail and the provided route. All teams are required to record their route from the time they leave the start to the end of allowed time. (View Timing for more information)

GPS TIMING

All drivers will be required to use s GPS Application. Drivers will be given a GPX file for all trails the week prior to each rally. This GPX file will have the track the rally staff took to map the course.

- When drivers leave the start line, they will be required to start recording a track for the day.
- Rally recording per day is limited to 14 hours the first rally day and 18 hours per day each additional rally day.
- At the end of the day (timing limit), you must stop and save your track. At this point your rally for the day is over. You may drive anywhere for camp, food, parts, etc.
- Each day, teams must begin recording tracks by 9:00AM. Drivers may start recording anytime after 12:01AM the following day. Teams must start recording in the same location as the end of the day prior.
- Teams are not permitted to pause or stop recordings once the recording has begun for the day, unless the team has quit the rally (DNF). Record all driving, including fuel stops, parts, foods, wrong turns, etc. You must record at all times.
- If a team has decided to end their rally early, said team must end the recorded track at the furthest distance completed.

- Once a recording has been stopped for the day, you can not restart again with a new route until the following day. (12:01am)
- It is highly recommended that all teams run an external GPS unit for accuracy of speed.

RALLY RULES

OVERVIEW

The rally rules are in place to keep the event true to a rally and keep drivers safe during the event. It is very important for drivers to understand that these events are on open trails and public roads. Please follow the rules of the road at all times.

CHASE VEHICLES

No chase vehicles are allowed on the trails of the route during the rally or allowed to pre-run for you. They may only assist from gravel or paved roads. These roads may be along the route and crossing the route will be required at times. Support teams can not use a vehicle to support a team on a trail. They can only walk a trail to assist and get a team off a trail.

PASSING

If a team catches up to another team, you are required to let the faster team by. If unable to get by the slower team, the faster team is required to flash lights and blow horn. Passing may only be done in a safe and legal manner on or off trails. "Nerfting" another vehicle to pass is not allowed.

TRAIL TRAFFIC / BROKEN VEHICLES

If you are stopped over 5 minutes and unable to pass anywhere on the route, take a video of the time and issue. Take a second video of the time you began moving again. These videos must be uploaded with the GPX files to be reviewed. It will be up to the Scoring Team if the deduction will be accepted or additional time added for helping a down team. Not all stopped times will be accepted. (Examples not accepted: Slow vehicles, waiting on moving vehicles on a obstacles, etc)

PROTESTING

Protests are allowed in all classes if a team believes another team has cheated in any fashion. A protest must be sent via email describing the protest and the team believed to have cheated. All protests must be filled within 48 hours of the end of the rally. A $300 deposit must be made to begin the protest process. Once a protest is filed, the team in question will have their GPX made public to all teams who request it. An email will be sent to all teams of the protest, who is filling, and who is being protested.

If a protest is won, meaning the protesting team and Terra Trophy staff confirm a team has cheated, rules will be applied as posted at the time of the event (DNF, DQ, penalties, etc). If the protested team is found to be within the rules and no cheating is found, the protesting team will be deducted 2 points for the season and lose the $300 protest deposit

PENALTIES & REWARDS

- DQ for speeding in speed zones
- DQ for pre-running trails
- DQ for trash on trails
- DNF for missing trail(s). Drivers can re-run a section of trail that is missed after crossing the line. Drivers must return to the missed trail, re-record driving the trail, and return to the finish in the allowed time to count.
- +20min for speeding 60-64.9mph (each occurrence)
- DQ speeding 65.0+mph
- (-)TBD - Teams who help other enthusiasts (with or without rally) (Review Trail Traffic / Broken Vehicle Rule)

POINTS & PAYOUTS

PAYOUTS PER CLASS

1st Place - Small Tire, Big Tire, Unlimited

REGISTRATION TIER / BONUS	PAYOUT
100 Total Registrations	**$1000.00**
75 Total Registrations	**$500.00**
50 Total Registrations	**$250.00**
25 Total Registrations	**$100.00**
Maxxis Tire Bonus - Class Winner	**$100**

CLASS POINTS (SMALL, BIG, AND UNLIMITED CLASSES)

FINISHING POSITION	SEASON POINTS
1st	**50 pts**
2nd	**40 pts**
3rd	**35 pts**
4th	**32 pts**
5th	**30 pts**
6th	**28 pts**

FINISHING POSITION	SEASON POINTS
7th	**27 pts**
8th	**26 pts**
9th	**25 pts**
10th	**24 pts**
11th	**22 pts**
12th	**20 pts**
13th	**18 pts**
14th	**16 pts**
15th	**14 pts**
16th+	**10 pts**

Maxxis Bonus Points - +1 Point for running Maxxis Tires (Must Finish Rally)

All questions regarding series rules must be forwarded to terratrophyrally@gmail.com All rules are subject to change.