



Sandhills
Open Road Challenge

ARNOLD, NEBRASKA

2025 Rule Book

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Introduction

The Sandhills Open Road Challenge (SORC) was founded in 2001 and is argued by many to be the most challenging open road race in America. The course is comprised of 55 miles of narrow blacktop county road that offers enough twists, turns, and straights to keep the most ardent racer busy. A north leg of 29 miles with a 26-mile return offers drivers two races in one event. Drivers will find the chicanes, “90s” and “S” curves to be the perfect antidote to boredom and with tech speeds of up to 145 mph racers are advised to have a full tank of adrenaline

This event has enjoyed tremendous success due to the support of volunteer course workers, local communities, area fire departments, and emergency medical personnel. The SORC is recognized as America’s most challenging open road race reflecting the tradition of the great European rally events.

The SORC is a nonprofit organization. All proceeds are donated to local civic organizations. Principle beneficiaries are the foundation to construct a much-needed Arnold Community Center, local fire departments, public schools, and high school scholarship funds.

A first ever “One Mile Shootout” was held in 2002, an event that has now been copied by several other racing organizations.

The success of our event rests upon the efforts of the people of Arnold and the warm welcome they give to all of the racers. Comprised of less than 600 residents, Arnold offers a touch of western hospitality unmatched by any other American racing event.

A Class For Every Driver

With nine classes the SORC has a spot for every driver no matter their skill level:

- Target Speed 80 mph/Tech Speed 120 mph
- Target Speed 90 mph/Tech Speed 120 mph
- Target Speed 95 mph/Tech Speed 120 mph
- Target Speed 100 mph/Tech Speed 140 mph
- Target Speed 105 mph/Tech Speed 140 mph*
- Target Speed 110 mph/Tech Speed 145 mph
- Target Speed 115 mph/Tech Speed 145 mph
- Target Speed 120 mph/Tech Speed 145 mph
- Target Speed 125 mph/Tech Speed 150mph**

The open road race begins promptly on the second Saturday in August at 8:30 a.m.

What Kind of Cars Can Compete?

The SORC accepts any car and driver that complies with the safety and qualification rules. See the rules page for specific information. Motorcycles are not permitted. Beginning in the 2024 SORC, electric and hybrid will not be accepted for entry in any of the race events.

Is Racing Experience Required?

Drivers and navigators must be at least 18 and not over age 84 on the first day of the race to participate in the event. Drivers are not required to have racing experience in the 80-105 mph classes, but it is strongly recommended.

What Is Tech Speed?

Tech speed represents the maximum speed drivers may attain. Tech speed is determined by the level of safety equipment and classification (i.e., the 100-mph class has a tech speed of 140 mph). There is also a minimum Tech Speed which is 20 mph below the target (i.e., the 100-mph class has a minimum tech speed of 80 mph). A driver cannot go below this speed on the course except for safe cornering.

What Is Target Speed?

Target speed is the pre-designated average speed for each class. The 80-mph class has a target speed of 80 mph.

**First-time SORC drivers are limited to a class no higher than the 105-mph class. The SORC reserves the right to place drivers in a slower class than requested.*

***125-mph class is invitational only.*

How To Enter

Entry Policy for Online Registration

- Visit the www.sorcrace.com *Entry Forms/Rules* page to find the link to the current online entry page.
- The SORC online registration opens on the first Monday in October prior to the next year's event.
- Online registration will remain open for one week.
- If the number of entries received is larger than the available grid slots, entrants will be selected on a first date submitted basis.
- Online applications are placed into the same selection pool as paper applications sent via postal mail.

Entry Policy for Paper Registration

- Visit the www.sorcrace.com *Entry Forms/Rules* page to download the current entry forms.
- SORC will accept entry applications postmarked no earlier than the first Monday in October prior to the next year's event.*
- Event applications must contain all required entry forms with full payment by check, money order, or credit card.
- All entries must be forwarded via the US Postal Service. Entries postmarked earlier than the first Monday in October will be returned without processing. Please note that entries sent using postage machines or stamps that are purchased online do not postmark the envelope. Entries without a postmark are rejected. The SORC recommends that entrants ask the postal clerk to postmark the envelope while they are present to ensure that the entry is properly dated.
- If the number of entries received is larger than the available grid slots, entrants will be selected on a first date posted basis.

As an example, consider the following if 40 slots are available: Twenty entries are received with the corresponding date of the first Monday in October. Those twenty receive a grid slot. Fifteen entries are received bearing the next day's postmark. Those fifteen receive a grid slot. Once again, 15 additional entries arrive bearing the next days postmark. With only five slots remaining, there will be a drawing from the 15 to fill the slots. The remaining 10, and additional entries received thereafter will be placed on the waiting list for a drawing. The date of the drawing will be determined by the SORC Board at its earliest convenience. Selected entrants will be notified of their status after the drawing.

SORC Lifers

SORC Lifers possess a permanent number in the SORC. New numbers can only be issued with the approval of the SORC governing board and no additional life numbers are currently available.

Lifers must submit all required entry forms with payment by check or credit card no later than midnight of the first Monday in October. Lifers who do not enter by the prescribed deadline forfeit that year's entry and their slot is included in the drawing.

Guaranteed Entry

Prospective SORC entrants who either serve as course workers or who provide a surrogate worker from their immediate family (father, mother, spouse, child, sibling) will be guaranteed a grid slot for the following year should they submit an entry in accordance with SORC entry policy.

- Drivers cannot be guaranteed a grid slot for more than one year regardless the number of surrogates.
- Guaranteed entrants must submit their entry no later than October 10 of the entry year.
- All entries are subject to review and approval at discretion of the SORC Board of Directors.
- Drivers are required to contact the SORC Race Director prior to the event for volunteer assignment.

Waiting List

The waiting list is comprised of individuals who were not selected in the initial drawing or who notify the SORC secretary/treasurer of their desire to be included on the waiting list. Entrants selected from the waiting list must have all required entry forms submitted to the secretary/treasurer no later than October 15. Grid slots of drivers who cancel after July 1 will not be made available to surplus applications.

Cancellations and Refunds

For cancellations made prior to June 1, SORC will refund 100% of entry fee. Cancellations made June 1-30 will forfeit 50% of entry fee. No refunds will be issued beginning July 1 or after. The SORC reserves the right to consider special circumstances in awarding refunds. "Rollovers" of entry fees from one year to the next as a result of cancellation will not be accepted.

The SORC board reserves the right to apply discretion when required.

***Contingent upon the approval of the Custer and Blaine County Board of Supervisors.**

The SORC Shootout

The One Mile Shootout was conceived as a supplemental event to the SORC in 2002. It has become an event unto itself and is eagerly anticipated by drivers and spectators alike. It is now an event emulated by at least three other racing organizations. The shootout venue consists of a straight and very smooth road with more than two miles of shutdown area for maximum safety.

First-time SORC entrants are limited to the half mile division of the event. Drivers who select the one-mile division must have a car which meets the safety equipment level prescribed for classes with a 140-mph tech speed on page 12. The open road race class entered has no effect on the class selected for this event (i.e., a driver could enter the 80-mph class and compete in the unlimited portion of the shootout). Participants must declare their entry into their desired shootout class at the time of registration.

The One Mile Shootout

Cars with the capability to exceed 200 mph or 170 mph in the half-mile must have a roll cage and are required to have the highest level listed of safety equipment which complies with the SORC specifications (pages 13-14 & Roll Cage Specifications on 23-24). Cars that exceed these speeds without an approved roll cage may be disqualified and/or must run the remainder of the event in the half mile division at a reduced top speed and will be ineligible for the unlimited award.

Half Mile and One Mile Super Street and Street Class

Cars must comply with the requirements prescribed on pages 7 & 8. To be eligible to win, participants must complete every available pass. First place awards will be awarded to winners of the half mile and one-mile Super Street and Street Classes.

Unlimited Class

Cars are required to meet safety requirements as stated above, but they are not required to meet the requirements for Super Street and Street Class classes to be eligible for competition and can be transported by trailer to and from the event. The unlimited award is given to the driver with the fastest single pass in the one-mile or half-mile unlimited class.

Matching Speed Awards

Drivers will make two passes for record (three if time permits). There are no practice runs. Winners are selected from the cars which post the closest matching speeds from their closest two runs. First place awards will be given in both the half-mile and one-mile classes to drivers with the closest matching speeds. Consider the following: Driver A's closest two runs are separated by .4 mph and Driver B has .7 mph difference in his or her closest two runs. Driver A wins. In case of a tie, the fastest speed will determine the winner.

List of Shootout Awards

- 1st Place Matching Speed—Cars from any class are eligible as long as they make all available passes. Lowest difference in speed between closest 2 passes wins. In case of a tie, the faster speed will determine the winner. 1st place will be given in both Half-Mile and Mile competitions.
- 1st Place Fastest Average—In the Street and Super Street classes cars will have to make all available passes to be eligible. The award will go to participant with the fastest average speed. 1st place awards will be given in both Street and Super Street classes for both the Half-Mile and the Mile competitions.
- 1st Place Fastest Pass—In the Unlimited class, 1st place will be awarded to the participant with the fastest single pass. Cars will not be required to make all passes to be considered eligible. Awards will be given for both Half-Mile and Mile competitions.
- King Of The Hill—KOTH will be awarded to the participant who made the fastest single pass of the day. There will be only one KOTH award. All are eligible regardless of class, distance, or number of runs made.

Street (no boost) & Super Street (with boost) Division (Shootout)

The Street Class division is divided into two classes: Super Street and Street. The Super Street Class is for cars that use forced induction such as super charging, turbo charging, or power adders including nitrous oxide, water methanol injection, etc. The Street Class is for naturally aspirated engines only. No type of forced induction or power additives are permitted in the Street Class.

One Mile and the Half Mile participants must declare their entry into this class at the time of registration. First-time SORC entrants are restricted to the half mile competition.

Vehicle Type: Vehicles in competition must be four-wheeled cars, trucks. No dragsters, buggies, or flip-up or lift-off bodies allowed. No fully-electric or hybrid-powered vehicles.

Competitors Legal Requirements: Cars must have current street registration, a legal rear license plate with current registration decal, current proof of insurance, and drivers must have a current driver's license. No dealer or manufacturer plates allowed.

Safety Requirements: Competitors must meet SORC safety requirements for the respective shootout class entered and for the speeds that they achieve.

Street Legal Requirements: Working headlights, tail lights, brake lights, turn signals, and horn, safety-glass windshield. Mufflers required; exhaust system may not terminate more than 12 inches ahead of the rear axle. All exhaust gases released from the engine must pass through mufflers at all times. Cars may not be "uncorked" in any way during competition.

Engines: Must be a gasoline or diesel four-stroke piston or rotary type. All cars must be self-starting. No push starts are allowed.

Doors and Windows: Cars must have working doors and windows.

Tires: The entire competition, including the street driving, must be run on one set of DOT approved tires. The use of racing slicks or drag radials is not allowed.

Car Interiors: Floor and tunnel where visible must be upholstered or carpeted. Headliner and door panels required. Production cars must use a full dashboard and frame. Upholstered side-by-side driver and passenger seats and a steering column in the conventional location are required.

Fuel: No fuel may be added to the vehicles tank until after returning to Arnold via the prescribed return route. Any competitor adding fuel or with a supplemental fuel tank will be immediately disqualified. Fuel tanks may not be larger than original factory capacity. Modified or kit cars are limited to fuel tanks no larger than 20-gallon capacity.

Trailers: Competitors may not trailer their car while en-route to the event site. Drivers must drive to and from the shootout venue via the prescribed route.

Support Vehicles: No chase or support vehicle of any kind may accompany the competing vehicles during any part of the Super Street or Street Class shootout competition.

Car Repair: With the exception of adjusting tire pressure, vehicles may not be worked on at any time until after returning to Arnold, unless this is a safety issue. Cars must race as they were driven to the shootout site.

Pre-Race Requirements

The SORC maintains the highest standards of event and participation safety. These standards are developed with the cooperation of the Custer County Board of Supervisors. Before any participant receives a green flag, the following requirements must be met:

1. All emergency vehicles and personnel must be in place.
2. All direct roads intersecting the course must have a course worker in place with communication established with the race director.
3. End-to-end radio communications will be maintained along the course at all times.
4. Airplanes are flying assigned observation patterns.
5. All flag personnel and race officials are in place at their assigned positions.

Speed Classes

<u>Class Target Speed</u> <i>(Desired average speed)</i>	<u>Technical Speed</u> <i>(Speed not to be exceeded)</i>	<u>Minimum Speed</u> <i>(Lowest Speed allowed)</i>
80	120	60
90	120	70
95	120	75
100	140	80
105*	140	85
110	145	90
115	145	95
120	145	100
125**	150	105

The open road race begins promptly on the second Saturday in August at 8:30 a.m. Motorcycles are not permitted.

Drivers/navigators must be at least 18 years of age on the day of event participated in.

Drivers are not required to have racing experience in the 80-100 mph classes, but it is strongly recommended. The SORC reserves the right to place entrants in a class lower than that what the entrant requested.

The minimum speed requirements are not enforced in corners.

**First time SORC drivers class limit.*

*** Invitation only*

Technical Safety Inspection “Tech” And Drivers Meetings

SORC does not represent, warrant, or certify the safety or fitness of the equipment on participant’s vehicle nor on participant’s person. SORC is not a sanctioning nor certifying body and it is the responsibility of participant to ensure the safety of their vehicle and equipment in line with organizer’s rules and regulations prior to arrival at the event. Organizer is using rules and regulations in line with industry standard practices and recommendations.

All vehicles must complete the technical safety inspection to ensure compliance with the minimum requirements established by the SORC for the class entered. Cars on trailers will not be inspected. Drivers and navigators may be required to demonstrate egress from safety harness and restraints. It is recommended that this is practiced prior to the event so that you are familiar with egress in the event of the need to quickly get out of the vehicle. This is also a good time to make sure that your safety harness and/or

seat belts are adjusted properly. Drivers must be present at the time of inspection. There are no exceptions to this rule.

Cars and individual safety equipment must be complete and ready for inspection upon arriving at the designated inspection area. All drivers are required to attend all scheduled driver's meetings as published on the event schedule. Drivers who have never competed in the SORC must attend the 1st Time Drivers Meeting. Failure to attend may result in disqualification. Anyone participating in any SORC event is required to know all event rules and requirements. Every participant is expected to conduct themselves according to the highest standards of behavior and sportsmanship. Entrants shall also be responsible for the conduct of those accompanying them to the event such as crew, family, and friends.

Rules of the Road

The following rules are critical to your safety. These rules must be followed and are not negotiable. The SORC Board of Directors relies upon entrants to follow these rules in order to offer a safe event and ensure the future of the SORC and its success.

1. Obey all race officials and emergency personnel. They are there to protect you and the event.
2. Drive safely. You are fully responsible for your actions on the course. Keep looking far ahead at all times.
3. Obey all course flags. Obey the flag people on the course; they are your eyes for what is ahead. Disregarding flag signals creates an unsafe event and could result in your expulsion.
4. Flags in use:

- A. Red flag. Stop as soon as possible; move off of the road as much as you can. Get out of your car and stand next to the fence and deploy the blue flag given to you prior to the event. If there is no fence, get at least 100 ft from the roadway.

Do not proceed on the course until a course worker has notified you.
If you are injured, stay in your car or lie down near the road.

- B. Waving yellow flag. Exercise extreme caution. There is something partially blocking the roadway ahead of you or wildlife is near the road.
- C. Steady yellow flag. Slow down and exercise caution. Something is in the roadway ahead such as wildlife, oil, debris, etc.
- D. Waving blue flag. Each entry will receive a folded blue flag. This flag is to be removed and waved should a car become disabled or exit the road with no injury to the driver or navigator. Once removed, the occupants

should walk away from the road and vigorously wave the flag until the course observer acknowledges their actions.

5. Minimum speed on the course. Excluding turns and corners, where speed reduction is necessary, drivers must maintain a minimum speed within 20 mph under assigned target speed.

Important: Do not slow down to below the minimum speed at the finish line in an effort to “hit” your time. This is dangerous; the car behind you is traveling at or near their tech speed.

6. Pass only on the left. Passing is permitted only on the left side while on a straightaway. If you are overtaken, you must allow the car behind you to pass. Drivers are encouraged to discuss their course strategy with other drivers near them in the grid. If you attempt to pass make sure the car in front of you knows that you intend to pass. Be alert and conscious of what the other driver is doing.
7. Never reverse direction on the course. Unless directed to do so by race officials, a driver is never permitted to reverse course direction.
8. Never exceed your tech speed. Violation of this rule can result in disqualification.
9. Participants involved in an off-course incident will be transported to a hospital for examination. Refusal to go will prevent any future entries.

80, 90, & 95 mph Classes

Technical Speed: 120 mph

Navigators are highly recommended.

1. The 80, 90, and 95 class will have a tech speed of 120 mph. This speed may not be exceeded at any time.
2. A 2.5 lb. minimum, automotive BC fire extinguisher with a secure quick-release mounting bracket or an Element E50 fire extinguisher stick is required. The extinguisher must be within easy reach of the driver.
3. Over the shoulder style OEM lap belts and harness are the MINIMUM standard. Cars originally equipped with none or only lap belts must obtain approval from the SORC Safety Inspection Director.
 - A. Belts must be in “as new” condition.
 - B. The use of a five-point racing harness system is highly recommended.
 - C. Arm restraints are required when no window or window net is in use.

4. DOT approved “U” rated tires (or better) will be considered the minimum requirement. DOT approved “H”, “V”, or “Z” rated tires are recommended. See page 25.
5. A SNELL Foundation SA2020 (or later) helmet in good condition is the minimum standard; shatterproof eye protection is recommended (shatterproof eyeglasses will be considered the minimum standard). **Full-face helmets will be required in 2026.**
6. Non-synthetic clothing (cotton, wool, leather, etc.) covering torso, arms, and legs, plus gloves and leather-topped shoes (both without holes) is the minimum standard. Golf gloves and athletic shoes with holes are not acceptable.
7. No open exhaust allowed during the road race. Cars must have a collector of at least two feet past the exhaust manifold collector.
8. Perfect times can be found on page 30.
9. Name and blood type is required on the driver’s and navigator’s helmets.

100 & 105 mph Classes

Technical Speed: 140 mph

Navigators are highly recommended.

1. First-time SORC drivers cannot enter a class higher than 105 mph and are limited to entering the Half Mile Shootout. The SORC reserves the right to place drivers in a class lower than that requested.
2. A 2.5 lb. minimum, automotive BC fire extinguisher with a secure quick-release mounting bracket or an Element E50 fire extinguisher stick is required is required. The extinguisher must be within easy reach of the driver.
3. A five- or six-point safety harness system that includes two (2”) or three-inch (3”) shoulder and lap belts.
 - A. All belts must be in “as new” condition.
 - B. Sternum belts are recommended for seats which do not support the shoulder straps. However, large metal buckles on the sternum strap are not recommended.
 - C. The use of a “cam-lock” seat belt locking system is recommended.
 - D. Arm restraints are required when no window or window net is in use.

4. An approved 4 pt. roll bar is minimum requirement (with harness bar and diagonal brace). See page 21.
5. DOT approved “Z” rated tires (or better) will be considered the minimum requirements. See page 25.
6. A SNELL Foundation SA2020 helmet is the minimum standard.
 - A. A head/neck restraint system with an SFI rating of 38.1 is recommended.
 - B. Shatterproof eye protection or full-face helmet is required. **Full-face helmets will be required in 2026.**
 - C. A padded helmet support is recommended.
7. No open exhaust allowed during the road race. Cars must have an extension of at least two feet past the exhaust manifold collector.
8. Perfect times can be found on page 30.
9. An SFI approved suit with a 32 A/1 rating for driver/navigator is required.
10. Name and blood type is required on the driver’s and navigator’s helmets.
11. Drive shaft loops are recommended.
12. A shatterproof bell housing is recommended.

110, 115, 120 & 125 (Invitational) mph Classes

Technical Speed: 145 mph

Navigators are highly recommended.

1. Qualifications for entry in the 125-mph class:
 - A. Completed the 120-mph class to the satisfaction of the race directors
 - B. Car must be capable of reaching 160 mph in the One Mile Shootout or 140 mph in the Half Mile Shootout
 - C. Drivers whose cars do not participate in the shootout will require the approval of the race directors to enter the desired class
2. Qualifications for entry in the 120-mph class:
 - A. Completed the 115-mph class to the satisfaction of the race directors
 - B. Car must be capable of reaching 160 mph in the One Mile Shootout or 140 mph in the Half Mile Shootout

- C. Drivers whose cars do not participate in the shootout will require the approval of the race directors to enter the desired class
3. Qualifications for entry in the 115-mph class:
- A. Completed the 110-mph class to the satisfaction of the race directors
 - B. Car must be capable of reaching 145 mph in the One Mile Shootout or 130 mph in the Half Mile Shootout
 - C. Drivers whose cars do not participate in the shootout will require the approval of the race directors to enter the desired class
4. To qualify for the 110-mph class, a driver will need to have completed the 105-mph class to the satisfaction of the race directors
5. A 2.5 lb. minimum, automotive BC fire extinguisher with a secure quick-release mounting bracket or an Element E50 fire extinguisher stick is required is required. The extinguisher must be within easy reach of the driver.
6. A five- or six-point safety harness system that includes two (2") or three-inch (3") shoulder and lap belts.
- A. All belts must be in "as new" condition.
 - B. Sternum belts are recommended for seats which do not support the shoulder straps. However, large metal buckles on the sternum strap are not recommended.
 - C. The use of a "cam-lock" seat belt locking system is recommended.
 - D. Arm restraints are required when no window or window net is in use.
7. An approved 4 pt. roll bar is minimum requirement (with harness bar and diagonal brace) See page 21.
8. DOT approved "Z" rated tires (or better) will be considered the minimum requirements. See page 25.
9. A SNELL Foundation SA2020 helmet is the minimum standard for the 110, 115, 120, & 125 mph classes.
- A. A head/neck restraint system with an SFI rating of 38.1 is required for the 110, 115, 120, & 125 classes.
 - B. *SFI requires that all 38.1 Spec. neck restraints be replaced or recertified every five years. In 2025, we will begin inspecting date codes on neck restraints, and we will begin enforcing compliance in 2026.*

- C. Shatterproof eye protection or full-face helmet is required. **Full-face helmets will be required in 2026.**
 - D. A padded helmet support is recommended.
10. No open exhaust allowed during the road race. Cars must have an extension of at least two feet past the exhaust manifold collector.
 11. An SFI approved suit with a 32 A/1 rating for driver/navigator is required.
 12. Perfect times can be found on page 30.
 13. Name and blood type is required on the driver's and navigator's helmets.
 14. Aftermarket fuel cells must meet safety specifications.
 15. Drive shaft loops are recommended.
 16. A blow-proof bell housing is recommended.

Vintage 85 mph Class

Technical Speed: 120 mph

Navigators are highly recommended.

1. All cars in the vintage 85 mph class must be of a model year that is 25 years old or older; no vintage bodies on modern chassis will be allowed.
2. No GPS or electronic timing devices allowed (no phones, no apps, no computers, etc.), with the exception of a digital stopwatch.
3. Optional: Must sign a form agreeing to no electronics to be used, honor system.
4. The vintage 85 mph class will have a tech speed of 120 mph. This speed may not be exceeded at any time.
5. A 2.5 lb. minimum, automotive BC fire extinguisher with a secure quick-release mounting bracket or an Element E50 fire extinguisher stick is required is required. The extinguisher must be within easy reach of the driver.
6. Over-the-shoulder style OEM lap belts and harness are the MINIMUM standard.
 - a Cars originally equipped with none or only lap belts must obtain approval from the SORC Safety Inspection Director.
 - b Belts must be in "as new" condition.
 - c The use of a five-point racing harness system is highly recommended.

- d Arm restraints are required when no window or window net is in use.
- 7. DOT approved “U” rated tires (or better) will be considered the minimum requirement. DOT approved “H”, “V”, or “Z” rated tires are recommended. See page 25.
- 8. A SNELL Foundation SA2020 (or later) helmet in good condition is the minimum standard; shatterproof eye protection is recommended (shatterproof eyeglasses will be considered the minimum standard). **Full-face helmets will be required in 2026.**
- 9. Nonsynthetic clothing (cotton, wool, leather, etc.) covering torso, arms, and legs, plus gloves and leather-topped shoes (both without holes) is the minimum standard. Golf gloves and athletic shoes with holes are not acceptable.
- 10. No open exhaust allowed during the road race. Cars must have a collector of at least two feet past the exhaust manifold collector.
- 11. Perfect times can be found on page 30.
- 12. Name and blood type is required on the driver’s and navigator’s helmets.

Pickup Specifications

- 1. Standard cabs only:
 - A. 80, 90, 95 & 85 Vintage Classes: Abide by the requirements set.
 - B. 100, 105, 110, 115, 120, 125: Roll bars mounted must be mounted inside the cab and have all of the equipment required for these classes.
- 2. Roll bars mounted in the pickup box:
 - A. Will qualify for the full one-mile shootout only if all other requirements for the 140-tech speed are met.
 - B. The roll bar cannot be any more than 14 inches from the middle of the helmet to the roll bar mounted in the box. The roll bar must be mounted as close to the cab as you possible. If need be, contour the bar to match the back of the cab of the pickup.
- 3. Inside roll bar requirements for standard cab pickups only:
 - A. Minimum of a 4-point bar, along with a diagonal cross brace and full-width shoulder harness bar. Bar size will need to meet bar size ratio to weight of pickup. Mounting will need to be as required in our roll bar specs. See page 21.
- 4. Club cab or extended cab pickups:

- A. Abide by the requirements set in the 120-tech speed.
- B. 140 tech speed: Roll bar will be mounted inside the cab above the driver just as in a car. Also, follow requirements for the 140-tech speed. See roll bar specs on page 21.

Rules, Requirements, Regulations, And Specifications

1. All items contained in the car's interior must be secured.
2. External mounted cameras are not permitted in the open road race but are permitted in the shootout.
3. Laptops, clipboards, etc. must be secured such that they cannot move in case of an incident. NOTE: If your car has an airbag, the laptop cannot be mounted in front of the participants unless the airbag has been disabled. (See additional below.) Clipboards, if handheld, must be collapsible.
4. Handheld stopwatches are acceptable. All other items must be removed from the passenger compartment when approaching the start line.
5. Drive shaft loops are recommended for all classes.
6. A shatterproof bell housing is recommended for all classes.
7. ACCEPTANCE:
 - A. Any and all persons making an official entry in SORC sanctioned events are assumed to know the Rules, Requirements, Regulations, and Specifications. Participation in the event shall constitute acceptance of them by every participant.
 - B. The decision of the SORC officials in their interpretation and enforcement is final.
 - C. SORC does not represent, warrant, or certify the safety or fitness of the equipment on participant's vehicle nor on participant's person. SORC is not a sanctioning nor certifying body and it is the responsibility of participant to ensure the safety of their vehicle and equipment in line with organizer's rules and regulations prior to arrival at the event. Organizer is using rules and regulations in line with industry standard practices and recommendations.
8. ENTRY:
 - A. An official SORC application for entry must be legibly completed, signed, with entry fee enclosed, and received by the SORC.
 - B. The SORC reserves the right to reject any entry.

9. SPONSOR DECALS AND CAR NUMBERS:

- A. Sponsor Decals: Event sponsor decals will be provided. Event sponsor decals must be affixed to an entrant's vehicle during the required technical safety inspection. Sponsor decals must be displayed for the duration of the SORC.
- B. Car Numbers: Car numbers will be provided. Indicate the requested desired car number, and two alternates, on the entry form. In cases of duplication the requested number will be awarded to the earliest dated entry. Permanent car numbers will be assigned to lifetime members. Car numbers MUST be displayed on both sides of the vehicle. The third number will be displayed on the hood, if possible. If not, then use roof or trunk lid. Other decals, logos, and advertising are permitted, if displayed tastefully. The use/display of any numbers on the car other than those provided may cause confusion to timing/scoring spotters. The SORC cannot be responsible should any entrant not using the official number decals not be properly scored.

10. REGISTRATION:

- A. Registration is required for all participants. Entrants must complete event registration prior to safety inspection of their vehicles.

11. MEDIA SPONSORS, ASSOCIATE SPONSORS, AND EVENT OFFICIALS:

- A. Anyone participating in this event must be registered by SORC. This includes, but is not limited to: the media, sponsors, associate sponsors, and event officials.
- B. Credentials will be issued and will be used to control access to restricted areas as designated.
- C. The credentials must be visible at all times during the event.

12. WAIVERS:

- A. Any and all persons admitted to the pre-grid, pits, and/or other designated restricted areas of the SORC sanctioned events must obey all rules, requirements, regulations, and specifications set forth by the SORC.
- B. Each person admitted must complete and sign all releases of liability requested by the SORC.
- C. All participants empower the SORC to represent them in assigning rights for reproduction of sanctioned events by electronic, broadcast, and/or print media and automatically assign rights to utilize their name, facsimile,

etc., in media-related materials and/or advertising and promotion of sanctioned events.

13. PARTICIPATION LIMIT:

- A. Entry of more than one car per driver is not permitted in any single event.

14. AGE REQUIREMENTS:

- A. Drivers and navigators must be at least 18 years of age at the start of the event.
- B. General License Requirements: All drivers must have a valid state, military, or international driver's license.

15. DRIVER CHANGES:

- A. Changes must be reported to registration prior to the mandatory driver's meeting.
- B. If a driver wishes to change places with a navigator and they are qualified and correctly registered, the change may be made at the discretion of the Race Director as late as the final pre-grid.
- C. No other driver changes will be allowed after registration closes.

16. DRIVER/NAVIGATOR MEETINGS:

- A. Driver/navigator meetings are mandatory.
- B. It is each driver/navigator's responsibility to learn of each meeting and attend.
- C. Failure to attend these meetings will cause disqualification.

17. PROTESTS:

- A. Directly following the race, preliminary results will be posted and awards will be granted based on those results. The results will not be finalized until all times are checked. Normally results are posted 7-10 days after the race. During this time the entrants can come forward with their protests on possible timing and scoring errors. Protests will be considered at the next regular board meeting of the SORC after the event.

18. EVENT OFFICIALS:

- A. The SORC Race Director will be the event master for each event. It is their responsibility to supervise the safety of the event. A driver's/navigator's access to the course is at the sole discretion of the race director. The race director may designate the following positions for

each event: Chiefs of: Technical Inspection, Tires, Touring Pace Car Driver, Timing, Communications, Worker, and any other appointments they deem appropriate.

19. TIMING:

- A. An electronic timing system that is precisely synchronized with the GPS will be used. There is a redundant back-up system in place.
- B. Participants will be timed from a standing start. Their time will begin at the green light and will end when they cross the finish line.
- C. Target Speed classes will be scored relative to the perfect time associated with their class. Distances given are only estimates.
- D. In case of red flag, scores for each class will be based on complete passes. If a class does not get two complete legs, we will score the one completed pass.

20. DISQUALIFICATION:

- A. The race director has the right to disqualify any participant from the race, due to willful misconduct during any of the SORC events. The decision is final by the race director.
- B. Verified reports to the board of any willful, unsafe driving practices from a participant at any time during, before, and or after the SORC event may result in disqualification.
- C. Practice on the road must be done at the posted speed limit of 55 mph.
- D. A vehicle that exceeds the speed threshold (tech speed) as determined by the division/class requirements will be disqualified.
- E. A vehicle that goes under the minimum speed (20 mph below target) will be disqualified, except for safe cornering.
- F. Any entry finishing the event with an average speed that exceeds or is under the class target speed by a combined average of 5 mph or 10 mph on a single leg will be disqualified.
- G. Disregarding or over driving a flag signal will cause disqualification.

21. PENALTIES:

- A. If a disqualification occurs, the driver/navigator will not receive their radar speeds or average speed results. The driver/navigator will be advised of the reason for the disqualification, but the exact numbers (speed) will be withheld.

Roll Bar Specifications

1. Participant acknowledges and agrees that they are solely responsible for the safety of their own vehicle, and that it is the participant's responsibility to ensure compliance with the rules and regulations. Organizer shall have the right to inspect any vehicle at any time to verify it is compliant with the rules and regulations to the extent of organizer's knowledge.
2. Roll Bar: A 4 pt. roll bar is mandatory in the 100, 105, 110, 115, 120 & 125 Classes with a harness bar and a diagonal brace.
3. Basic Design Considerations: The basic purpose of the roll bar/roll cage is to protect the driver in case the vehicle rolls over. This purpose should not be forgotten.
 - A. The top of the roll bar shall not be below the top of the driver's helmet in a closed car and a minimum of two (2) inches above the driver's helmet in an open car when the driver is in the normal driving position. It shall not be more than six (6) inches behind the driver.
 - B. Cars with factory built or factory reinforced roll structures may be allowed in the 100, 105, 110, 115, 120, & 125 classes. They will be evaluated on a per car basis. The decision of the race director will be final.
 - C. The two vertical members forming the side of the hoop shall not be less than fifteen (15) inches apart, inside dimensions, at their attachment point to the uppermost chassis member.
 - D. An inspection hole of at least 3/16-inch diameter must be drilled in a noncritical area of the roll bar member to facilitate verification of wall thickness. This should be at least three inches from any weld or bend.
4. Material: The roll bar hoop and all braces must be of seamless, DOM (Drawn Over Mandrel), or a chrome moly or Docal steel tubing.
 - A. The size of the tubing to be used must be determined on the basis of the weight and speed potential of the car.
5. Fabrication: The main vertical hoop must be one continuous length of tubing with smooth continuous bends and no evidence of crimping or wall failure.
 - A. All welding must be of the highest quality with full penetration. All attachment points must be welded 360 degrees around the tube. B. Gussets should be welded at the junction of any tubes.
6. Bracing: It is recommended that braces be of the same size tubing as used for the roll bar itself.

- A. All roll bars must be braced in a forward or aft direction with the brace attached within six (6) inches of the top of the hoop, and at an angle of at least thirty (30) degrees from vertical.
 - B. It is required that a diagonal brace be used to triangulate the main hoop, and it is highly recommended that this brace be attached at the top on the driver's side and attached to the bottom on the "passenger" side. C. A headrest is required if not part of the seat.
- 7. Mounting Plates: Roll bars and braces must be attached to the frame of the car whenever possible. Mounting plates must be used for this purpose. When the main hoop is attached to sheet metal, such as a floor attaching point for unibody cars, the mount plate must be at least 36 square inches (6" x 6" plate) on both sides of the sheet metal.
 - A. A minimum of double-nutted grade 5 bolts for self-locking or welded nuts shall be used to bolt to the car. No bolts are needed if the bar is welded to the car's frame.
 - B. In the case of cars with unitized or frameless construction, mounting plates must be used to secure the roll bar structure to the floor of the car. The important consideration is that the load be distributed over as large an area as possible. A backup plate of equal size and thickness must be used on the opposite side of the panel with the plates through-bolted together.
- 8. Removable Roll Bars: Removable roll bars and their braces must be very carefully designed and constructed to be at least as strong as a permanent installation. If one tube fits inside another to facilitate removal, the removable portion must bottom on the permanent mounting, and the mounting hardware used to secure each joint must be grade five (5) or better. It is recommended that the telescope section be at least eight (8) inches in length.
- 9. Installations on Cars of Space Frame or Frameless Design: It is important that the structures be attached to cars in such a way as to spread the loads over a wide area. It is not sufficient to simply attach the roll bar to a single tube or junction of tubes. The roll bar must be designed in such a way as to be an extension of the frame. Considerable care must be used to add as necessary to the frame structure itself in such a way as to properly distribute the loads. It is not true that a roll bar can only be as strong as a single tube of the frame. On cars of frameless construction, consideration should be given to using a vertical roll bar hoop of 360 degrees completely around the inside of the car, and attaches with suitable mounting plates. This type of roll bar then becomes a substitute for the frame.
- 10. Other Designs: Deviations from the above will be considered.

11. Roll Bar Padding: Roll bar padding should be used to protect the driver/navigator in all areas of possible contact.
12. Minimum Tubing Sizing: The size of the tubing to be used shall be determined on the basis of the weight and speed potential of the car.

Under 1500 lbs.

DOM 1.50" O.D. x .090" wall Alloy 1.375 O.D. x .095

1500 to 2700 lbs.

DOM 1.50" O.D. x .120" wall or 1.75 O.D. x .095

Alloy (CM) 1.50 O.D. x .120 wall or 1.75 O.D. x .095

2700 lbs. & over

DOM 1.75" O.D. x .120 wall

Alloy (CM) 1.75 x .120 wall

Roll Cage Specifications

1. Participant acknowledges and agrees that they are solely responsible for the safety of their own vehicle, and that it is the participant's responsibility to ensure compliance with the rules and regulations. Organizer shall have the right to inspect any vehicle at any time to verify it is compliant with the rules and regulations to the extent of organizer's knowledge.
2. Roll Cage Division Requirements:
 - A. The cage may be removable or may be permanently welded, or any combination thereof, providing that all aspects of the cage meet these rules.
 - B. A NASCAR style roll cage is highly recommended.
 - C. Material, fabrication, bracing, and installation specifications are the same as the specifications for a roll bar. See pages 21-23 for detailed information.
 - D. All roll cage surfaces that may come in contact with the driver must be padded with high density padding such as Ethafoam or Ensolite.
 - E. None of the tubing may show any signs of crimping or wall failure. All bends must be Mandrel type.
 - F. One continuous length of roll bar tubing shall be used as the main hoop. The main hoop must consist of not more than four (4) bends maximum, totaling one hundred eighty (180) degrees +/- ten (10) degrees.

- G. At least one (1) diagonal brace must be used in the same plane as the main hoop. One end of the diagonal brace shall attach to the corner of horizontal part of the main hoop above the driver's head, within twelve (12) inches of the driver's side corner.
 - H. The forward hoops extend from the main hoop (in a forward direction) to the floor by following the roof and the "A" pillar of the car. There must be a bar connecting the two (2) forward hoops at the top of the windshield mounted as close to the roof as possible.
 - I. The main hoop must have two (2) braces extending to the rear. The braces shall be attached as near as possible to the top of the main hoop, and no more than six (6) inches below the top.
 - J. At least two (2) door bars on the driver and passenger sides must be used. The top bar must extend forward and pass the occupants between their shoulder and elbow.
 - K. The roll cage shall be mounted to the floor of the car in six, seven, or eight points. All cage attachment points must be mounted to plates.
 - L. Welded mounting plates must be at least 0.125-inch thick.
 - M. The attaching points of a bolt-in cage to the body must use reinforcing plates to sandwich the body. At least three bolts are required for each bolt-in plate and the plate must be at least 3/16-inch thick. All hardware must be SAE grade 5 or better with 5/16-inch diameter minimum. All nuts must be held by safety wire or a locking system, such as lock washer or jam nuts.
 - N. All welding must be of the highest quality with full penetration. All attachment points must be welded 360 degrees around the tube.
 - O. All required bars must be made of the same material and meet with at least the minimum specifications for size and thickness.
3. Minimum Tubing Sizing: The size of the tubing to be used shall be determined on the basis of the weight and speed potential of the car.

Under 1500 lbs.

DOM 1.50" O.D. x .090 wall Alloy 1.375 O.D. x .095

1500 to 2700 lbs.

DOM 1.50" O.D. x .120 wall or 1.75 O.D. x .095

Alloy (CM) 1.50 O.D. x .120 wall or 1.75 O.D. x .095

2700 lbs. & over

DOM 1.75" O.D. x .120 wall

Alloy (CM) 1.75 x .120 wall

4. Roll Bar Padding: Roll bar padding should be used to protect the driver/navigator in all areas of possible contact.
5. Specification: See roll bar specification for the roll cage fabrication specification.

Tire Regulations

All individuals who are participating in either the road race or the mile shootout must run a tire that is speed rated for the class entered.

Tire Speed Rating Information

The following information is made available to the participant in order to assist their preparation.

Q = 100 mph	R = 106 mph	S = 112 mph	T = 118 mph
U = 124 mph	H = 130 mph	V = 149 mph	Z = 149 mph+
W = 168 mph	Y = 186 mph		

1. Load Carrying Capacity: ALL TIRES MUST HAVE AN EQUAL OR GREATER LOAD CARRYING CAPACITY THAN THE ORIGINAL TIRE (i.e., the base tire for a 1999 Mustang is a P205/65R15 rated @ 1,400 lbs—any replacement tire must have a load rating of at least 1,400 lbs., regardless of the speed rating or what division/class the vehicle is competing).
2. Speed Rating: ALL TIRES MUST HAVE AN EQUAL OR GREATER SPEED RATING THAN ORIGINAL EQUIPMENT (OEM) REGARDLESS OF WHAT DIVISION/CLASS THE VEHICLE IS COMPETING IN (i.e., a 1992 BMW 535i comes equipped with 225/60VR15 tire from the factory; the car must have tires with an equal or higher speed rating to compete in any class).
 - A. 80, 90, 95 Class: DOT approved “U” rated tires (or better) will be considered the minimum standard.
 - B. 100, 105, 110, 115, 120, 125 Class: DOT approved “Z”, “W”, or “Y” rated tires are required.
3. Racing Tires: Refer to Heading on this page.
4. REQUIREMENTS:
 - A. Tubes will not be allowed in tubeless tires in any class.
 - B. IN ANY SPEED CATEGORY, TIRES OR WHEELS MAY NOT RUB ON ANY PART OF THE SUSPENSION, FRAME, OR BODYWORK.

- C. Tires must be in excellent condition and suitable for sustained use at the car's maximum speed.
- D. The use of repaired tires is forbidden.
- E. Tires must be mounted on wheels of proper width as listed by the tire and wheel manufacturer.
- F. It is highly recommended that date codes on tires for roll bar classes are within three years from race date or five years for non-roll bar classes.

Fire Systems And Fuel Cells

1. FIRE SYSTEMS:

- A. An on-board system uses lines routed through the car, inside the perimeter of the roll cage, they are manually or automatically triggered in case of emergency.
- B. An on-board system may use current SFI or FIA approved extinguishing materials.
- C. A five (5) pound minimum is required, with a minimum of two (2) nozzles (one (1) in the cockpit and one (1) in the engine bay) with a manual or auto release.
- D. Systems may also use AFFF material (i.e., SPA Lite, ZERO 2000, Coldfire 302) 2.25 liter minimum. If such a system is used, the appropriate atomizing nozzles shall be used. All AFFF internally pressurized system bottles shall use a working pressure gauge. All AFFF bottles must be marked with the recommended "filled weight."
- E. All system cylinders shall be securely mounted.
- F. On-board systems may also use the CEA614 provided that the lines and nozzles are replaced as per the manufacturer's (3M) instructions.

2. FUEL CELL/TANK DESCRIPTION:

- A. A fuel cell is required on all unlimited cars and cars using aftermarket fuel tanks.
- B. There must be a solid metal bulkhead completely separating the fuel tank, fuel cell, filler neck hoses, and/or vent lines from the driver compartment.
- C. Good quality fuel cells contain a bladder constructed of Nylon or Dacron woven fabric impregnated and coated with a fuel resistant elastomer.

- D. The cell shall be in a container made of at least 0.036-inch steel, 0.059-inch aluminum, or 0.125-inch Marlex fully surrounding the bladder.
- E. Foam internal baffling is required.
- F. The filler cap, line, vent hoses, etc., must be designed so that no fuel will escape if the car is partially or totally inverted.

3. INSTALLATION:

- A. Fuel cells must be located within twelve (12) inches of the original tank. This measurement is taken from the perimeter edge of the original tank to the perimeter edge of the fuel cell.
- B. Additional reinforcements may be added to aid in the installation of the cell, but they shall not attach to the roll cage.
- C. Floor structure may be modified to aid in the installation of the cell.
- D. Steel location strapping is strongly recommended to keep the fuel cell from dislocating in a crash.

4. RESTRICTIONS:

- A. Installing a fuel cell that hangs significantly close to the ground or is mounted closest to the rear of the vehicle, even if the installation meets with these rules, may be deemed unsafe and excluded from the event.
- B. Rotary-molded cells will not be allowed. Most or all JAZ and RCI brand cells are examples of rotary-molded cells that will not be allowed. All cells have to be made out of metal.

Approved Fuels

Gasoline, methanol, gasohol, diesel, natural gas, ethanol, and propane are permitted. Nitro methane is prohibited.

Forced Induction

Nitrous Oxide. Use of nitrous oxide is permitted in the shootout event only. Nitrous bottles in driver compartment must be equipped with a relief valve and vented outside of driver's compartment. Bottles must be stamped with a DOT-1800-pound (124 bars) rating and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high-pressure steel braided or FIA permitted hoses. External heating of bottle(s) prohibited. We also recommend an NOS sticker on the car to alert safety inspection team that you have a "bottle on board."

Exhaust System

Competition exhaust permitted. Exhaust must be directed out of car to rear, away from driver and fuel tank.

1. No open exhaust allowed during the road race. Cars must have an extension of at least two feet past the exhaust manifold collector.
2. Open pipes are permitted in the shootout.

Loup 2 Loup Open Road Race

The Loup 2 Loup (L2L) open road race is held on the Thursday prior to the SORC. The L2L course is comprised of a north and south leg between Halsey and Purdum, Nebraska, of approximately 21 miles. The rules of the SORC apply to the L2L with the speed classes designated as follows:

1. **110-mph Class Tech Speed: 140 mph**
Must meet the requirements of the 120 class in the SORC
2. **105-mph Class Tech Speed: 140 mph**
Must meet the requirements of the 115 class in the SORC
3. **100-mph Class Tech Speed: 135 mph**
Must meet the requirements of the 110 class in the SORC
4. **95-mph Class Tech Speed: 125 mph**
Must meet the requirements of the 100 class in the SORC
5. **90-mph Class* Tech Speed: 110 mph**
Must meet the requirements of the 95 class in the SORC
6. **85-mph Class Tech Speed: 110 mph**
Must meet the requirements of the 95 class in the SORC
7. **80-mph Class Tech Speed: 110 mph**
Must meet the requirements of the 95 class in the SORC

All entrants of the SORC are eligible to enter the Loup 2 Loup. The Loup 2 Loup is also open to qualified entrants who want to enter the L2L event only.

**First-time L2L entrant maximum speed class.*

Minimum Safety Requirements For Each Class

Classes	80, VIN85	90	95	100	105	110	115	120	125
2.5 lb Fire Extinguisher OR Element E50 Stick	✓	✓	✓	✓	✓	✓	✓	✓	✓
Factory Seat Belts	✓	✓	✓						
U-Rated Tires	✓	✓	✓						
Z-Rated Tires				✓	✓	✓	✓	✓	✓
Non-Synthetic Clothing	✓	✓	✓						
SFI 32 A/1 Fire Suit				✓	✓	✓	✓	✓	✓
SA2020 Helmet	✓	✓	✓	✓	✓	✓	✓	✓	✓
Roll Bar				✓	✓	✓	✓	✓	✓
Roll Cage									
5-6 pt. Harness				✓	✓	✓	✓	✓	✓
Neck Restraint						✓	✓	✓	✓

Perfect Times for Each Division and Class

Perfect Times *Sandhills Open Road Challenge*

Class	Total of Leg #1			Total of Leg #2			Total Both Legs		
	28.7 miles	Min	Sec	26.6 miles	Min	Sec	55.3 miles	Min	Sec
80	21.525	21	31.500	19.950	19	57.000	41.475	41	28.500
90	19.133	19	8.000	17.733	17	44.000	36.866	36	52.000
95	18.126	18	7.579	16.800	16	48.000	34.926	34	55.579
100	17.220	17	13.200	15.960	15	57.600	33.180	33	10.800
105	16.400	16	24.000	15.200	15	12.000	31.600	31	36.000
110	15.655	15	39.273	14.509	14	30.545	30.164	30	9.818
115	14.974	14	58.435	13.878	13	52.696	28.852	28	51.131
120	14.350	14	21.000	13.300	13	18.000	27.650	27	39.000
125	13.776	13	46.560	12.768	12	46.080	26.544	26	32.640

Loup 2 Loup

Class	Total of Individual Leg			Total Both Legs		
	11.6 miles	Min	Sec	23.2 miles	Min	Sec
80	8.700	8	42.000	17.400	17	24.000
85	8.188	8	11.294	16.376	16	22.588
90	7.733	7	44.000	15.466	15	28.000
95	7.326	7	19.579	14.653	14	39.158
100	6.960	6	57.600	13.920	13	55.200
105	6.629	6	37.714	13.257	13	15.428
110	6.327	6	19.636	12.655	12	39.272

Vintage 85 mph Class Perfect Times

Distance	Speed	Time (decimal)	Time (fraction)	Time (minutes)	Time (seconds)	Use This
28.7	85	20.2588	0.2588	20	15.529	T 20:15.529
26.6	85	18.7765	0.7765	18	46.588	T 18:46.588

Event Maps And Information

One Mile and Half Mile Shootout

SHOOTOUT FINISH

41.067045, -99.961224

41° 4' 1.362"N, 99° 57' 40.4064"W

SHOOTOUT SPECTATOR AREAS

West Side of Road (*Must be there before road closes and stay until end of event*)

41.066639, -99.960778

41°03'59.9"N 99°57'38.8"W

East Side of the Road (*Accessible only by graveled county roads during event; bring your own seating*)

41.068552, -99.96337

41°04'06.8"N 99°57'48.2"W



Sandhills Open Road Race

Leg 1 Start (Arnold)

41.43367502, -100.19361857

41° 26' 1.23"N, 100° 11' 37.0248"W

Leg 1 Finish (North End)

41.76403307, -100.09190917

41° 45' 50.5182", 100° 5' 30.8724"W

Leg 2 Start (Highway 2)

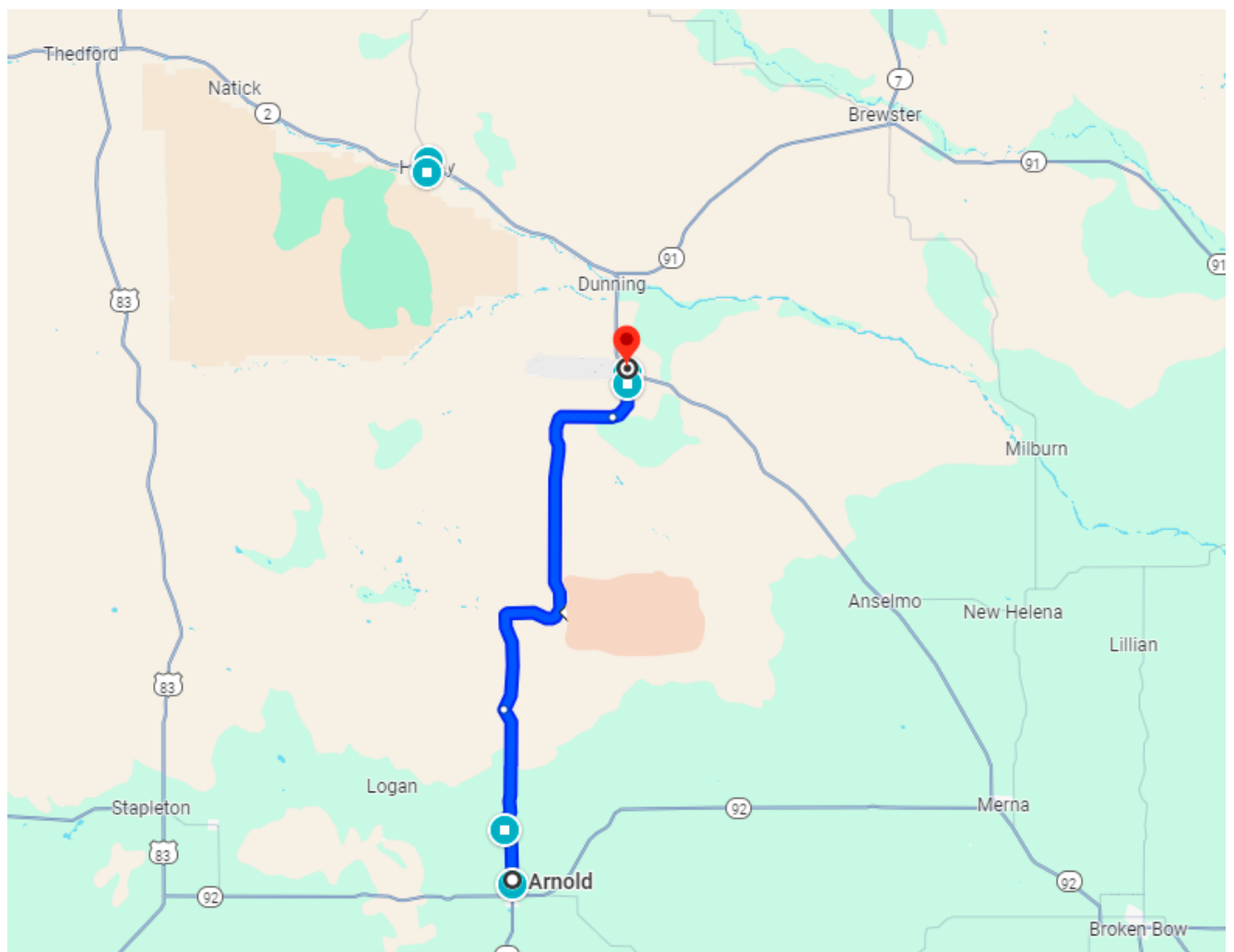
41.7710384, -100.09204324

41° 46' 15.7362"N, 100° 5' 31.3548"W

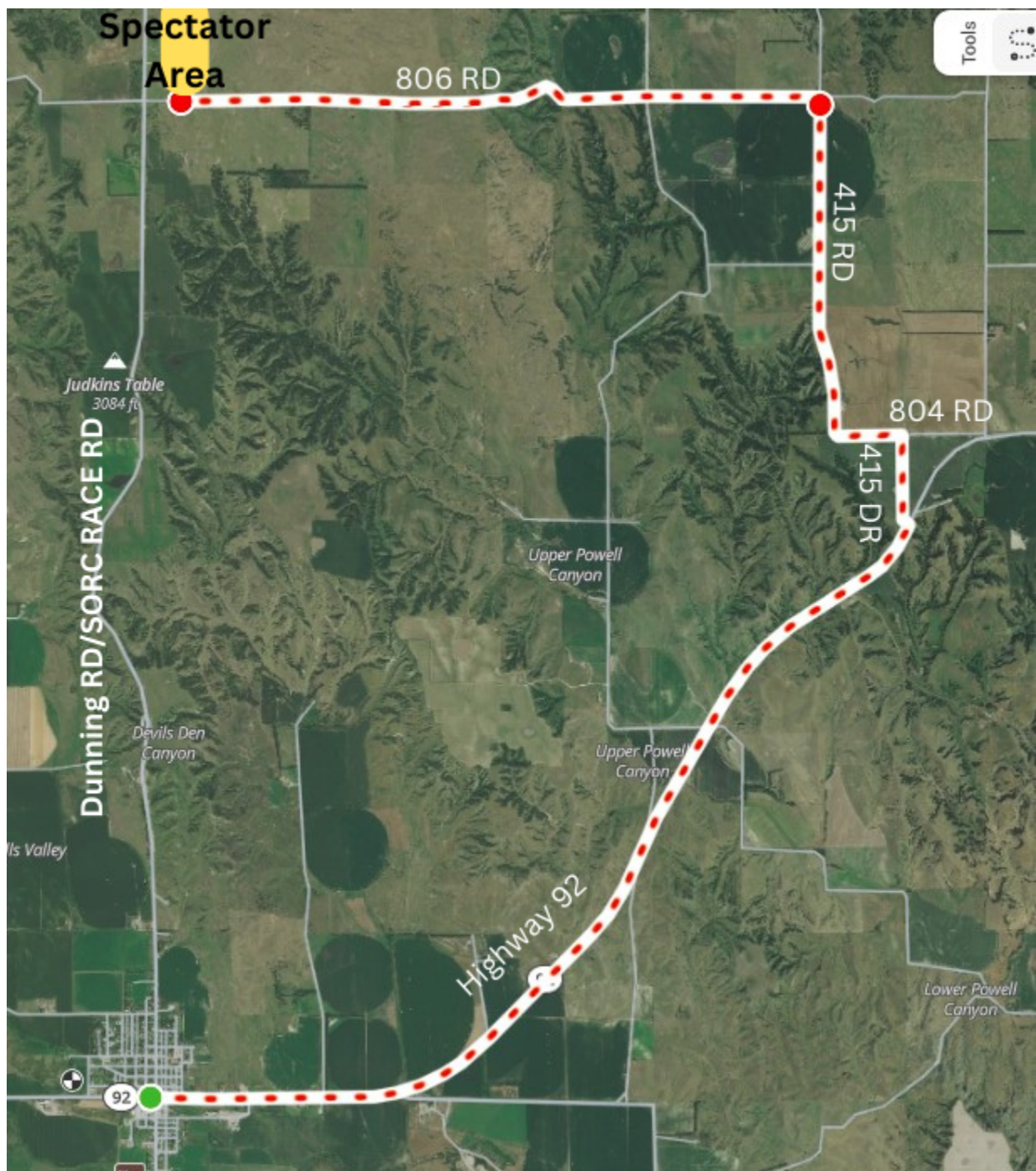
Leg 2 Finish (Arnold End/Devil's Den)

41.46898507, -100.20056889

41° 28' 8.346"N, 100° 12' 2.0448"W



Sandhills Open Road Race Spectator Seating Map



Loup 2 Loup Open Road Race

Leg 1 Start (Halsey)

41.903686517, -100.2688985
41° 54' 13.2726"N, 100° 16' 8.0322"W

Leg 2 Start (Purdum)

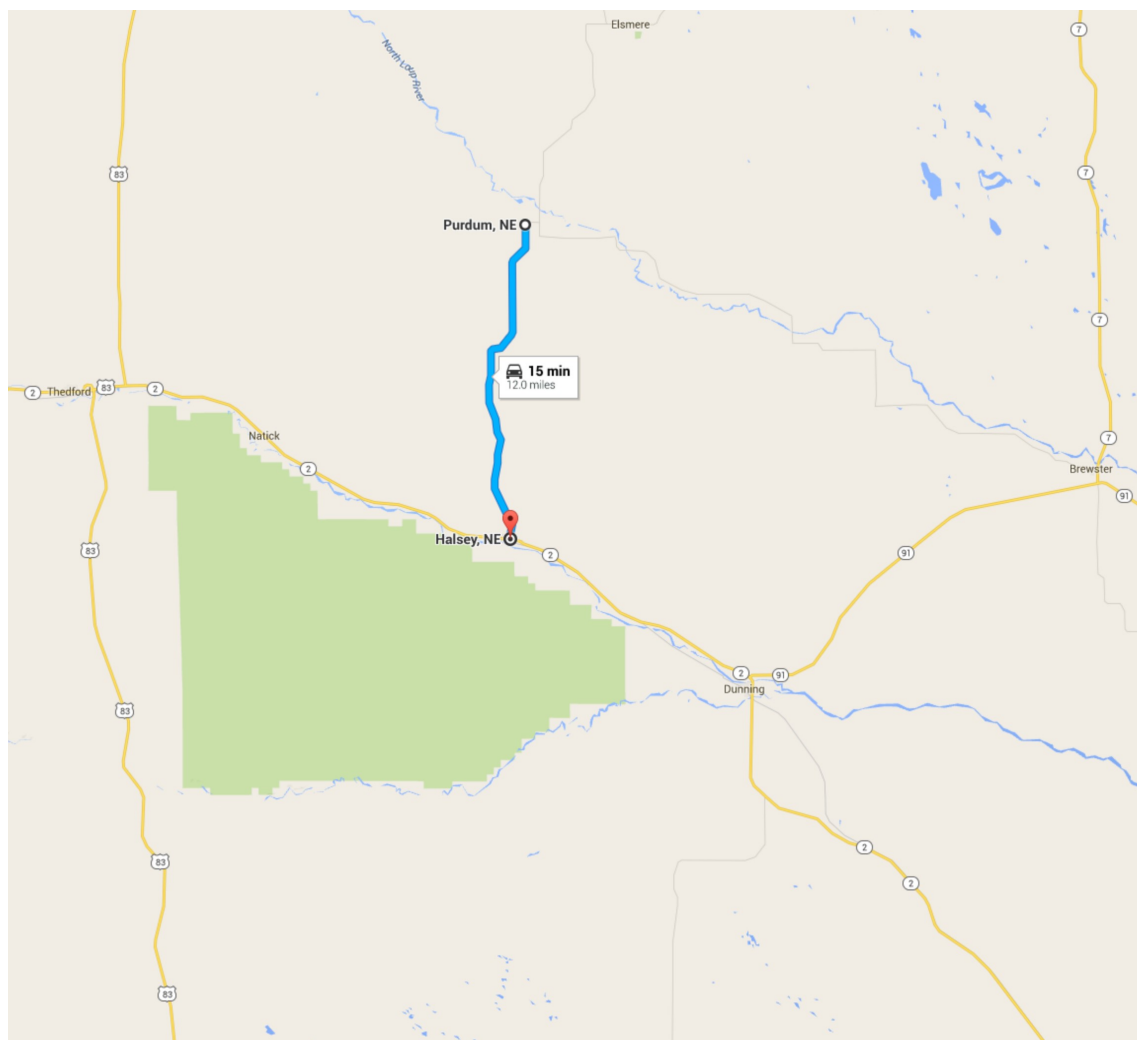
42.06327395, -100.2583937
42° 3' 47.7858"N, 100° 15' 30.2142"W

Leg 1 Finish (North End)

42.05752851, -100.25835684
42° 3' 27.1044"N, 100° 15' 30.0816"W

Leg 2 Finish (South End)

41.91060114, -100.2677865
41° 54' 38.163"N, 100° 16' 4.0296"W



Lodging

Host Families

In Arnold, there are families that enjoy opening up their homes to racers and their families. They enjoy your company, so if you are interested, please contact:

▪ **Della Dailey**

dellers_23@yahoo.com

When emailing Della, please state where you are from, how many will be in your party, and how many beds you will need.

Hotels in the Area

ARNOLD

- Arnold Motel: 308-848-2223
- Arnold's Winsome Inn & Suites: 308-848-2462

CALLAWAY

- Motel 4: 308-836-2226

BROKEN BOW

- Arrow Hotel Suites: 308-872-6662
- Bosselman's Pump & Pantry: 308-872-6842
- Big 12 Motel: 308-872-2412
- Gateway Motel, Inc.: 308-872-2478
- Super 8 Motel: 308-872-6428
- Wagon Wheel Motel: 308-872-2412

Other area towns that also have hotels are North Platte and Gothenburg.

SORC Board of Directors

President	Clay Mohr 308-870-0998 cmohr428@gmail.com
Vice President & Race Director	Brock Dailey 308-520-4854 bdailey@gpcom.net
Secretary	Skip Hecox 308-529-1861 rhecox89@gmail.com
Treasurer	Becky Dailey (the Queen Bee) 308-539-6543 beckydailey20@gmail.com
Tech Director	Jeff Preston 308-870-4442 prestonjeff3@icloud.com
Timing & Scoring	Josh Cool 308-529-0754 jcool0754@hotmail.com
Director	RT Green 408-690-2439 444racing@gmail.com
Director	Shelley Smith 308-636-8089 ssmith41140@gmail.com
Director	Joe Shown 308-530-5734 joeshown@gmail.com

Director	Jason Jenkins 818-517-6308 jjenks56@yahoo.com
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Director	Brady Weinman 308-636-6235
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Director	Della Dailey dellers_23@yahoo.com
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Loup 2 Loup Race Committee

President	Kelly Kennedy 308-634-7037
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Race Director/Vice President	Bub Rodocker 308-645-9898 brodocker@nebnet.net
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Treasurer	Rachel Cox 308-880-0034
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Secretary	Barret Sikes 719-970-5102
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Director	Ted Teahon 308-880-0540
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Director	Kat Kennedy 308-645-7036
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Director

Chad Sutton
402-213-7476

Director

Mic Coffman
308-539-1465
