

YOUTH 170 PURE STOCK

GENERAL REGULATIONS: Class entrants shall comply with all class and applicable general regulations. **Note:** The SCR abbreviations refer to the cross-reference listings in the front of this book and are part of the class rules. Where a conflict between the cross-referenced listings and a rule contained under this class occurs, the rule contained under this class has precedence.

YOUTH 170 PRODUCTION UTV CLASS DEFINITION

170cc Pure Stock 5-8 and 9-12 ran together and scored separately, Single Seat, Polaris RZR 170, ACE 150, and RZR 200 are to be built using production UTVs manufactured by registered companies that issue VIN numbers. Companies must produce a minimum of 1000 units of that exact model and configuration before being allowed to participate in this class at any BITD-sanctioned event. 170cc Pure Stock Class - vehicles must remain stock with left-hand drive unless otherwise noted below. In order to qualify for a Series championship, the Driver will need to be age eligible as of the First Event of the Current Season. And will be allowed to race in that age group for the entirety of the year.

- 5-8 Class - Driver must be at least 5 years old & no older than 8 years old from the day of the first Race of the 2023 Series.
- 9-12 Class - Driver must be at least 9 years old & no older than 12 years old on the day of event from the day of the first Race of the 2023 Series.

SAFETY EQUIPMENT

SCR1: HELMETS

SCR2: PROTECTIVE CLOTHING

SCR3: EYE PROTECTION

SCR4: HEAD AND NECK RESTRAINTS-

SCR9: FIRE EXTINGUISHER

SUSPENSION COMPONENTS

SCR11: SHOCK ABSORBERS & BUMP STOPS

Class Specific –

Aftermarket shocks – Allowed

Single & Dual A-Arms – Allowed

Shock mounting points may be reinforced

Suspension must be stock configuration and utilize stock mounting points

SCR12: SECONDARY SUSPENSION

SCR13: WHEELS & TIRES

SCR14: FASTENERS

STEERING & BRAKE COMPONENTS

SCR15: STEERING

Class Specific –

Aftermarket steering box/rack - Allowed

Steering quickener- Allowed

SCR16: BRAKES

Class Specific –

Aftermarket calipers/ rotors- Allowed

ELECTRICAL SYSTEM

SCR17: IGNITION

Class Specific –
Factory ECUs are required
Fuel controllers – Must be used

SCR18: BATTERIES

SCR19: LIGHTS

SCR20: STARTER

FUEL SYSTEM

SCR21: FUEL

Class Specific –
Fuel octane- Open
No Methanol, No mixing of fuels. Fuel must remain as manufactured.

SCR22: FUEL TANKS

Class Specific –
Safety Fuel Cells- Allowed
Safety fuel cells are suggested
If using a stock fuel tank, the stock fuel pump must be covered by a minimum .060" aluminum protective cover.

SCR23: FUEL FILLER, VENTS & CAPS

ENGINE TRANSMISSION & DRIVELINES

SCR24: ENGINE LOCATION & DISPLACEMENT

Class Specific –
Motors must remain stock, either Polaris RZR 170cc, ACE 150 or RZR 200 engines must be used (Engine must only be used in the vehicle in which it was intended to from the factory).
Intake filter and intake tube - Open.
Intake section from the throttle body to the head must remain stock, including the throttle body, injector, gaskets, spacers, and intake manifold.
Polaris RZR 200 **MUST** remain STOCK OEM.

- NO modification to the engine.

SCR25: ENGINE REPLACEMENT or REBUILD

Class Specific –
Must be factory stock motor as noted above.
As delivered by the manufacture

SCR26: TRANSMISSION

Class Specific –
Transmission may be replaced or modified but must remain in stock internal configuration, and dimensions and be Automatic PVT F/N/R.
Side cover with added bearing and shaft support/gear fix is allowed (i.e. Cognito replacement kit).
No modification of stock parts is allowed.

- This includes polishing, coating, shot peening, heat treating, or other modification that can be visually identified.

The only exception to this rule is Polaris' final ring gear and Polaris's output shaft gear.

- These 2 parts are open to modification and/or replacement with aftermarket parts.

Clutch is open but all parts must be commercially available and reasonably priced

SCR27: THROTTLES

Class Specific –
Remain stock as delivered by the manufacture

SCR28: EXHAUST

SCR30: FLYWHEEL SHIELDS

SCR31: FLUID COOLERS

SCR32: AUXILIARY EQUIPMENT

SCR33: SUPERCHARGERS & TURBOCHARGERS-

Class Specific – No Turbo Allowed

VEHICLE SAFETY EQUIPMENT

SCR34: ROLLCAGES

Class Specific –

Stock roll caged area allowed

Aftermarket roll cages are allowed and recommended.

No exotic materials, no titanium or aluminum

SCR35: SAFETY HARNESS

SCR36: SAFETY NETS

Class Specific –

Max Gap Between Net & Roll Cage tube- **1" MAX**

SCR37: SEATING

Class Specific –

Seating and chassis must remain in the factory stock location and configuration.

Passenger seat may be removed.

GENERAL VEHICLE COMPONENTS

SCR38: DRIVER'S COMPARTMENT

Class Specific -

Roof Panel is required- .060" aluminum is Acceptable

SCR39: DOORS & LATCHES

SCR40: FIREWALLS

SCR41: BALLAST

SCR42: WEIGHT

Class Specific -

575 LBS with Driver

Minimum weight must be within limits at the START and FINISH of each race.

SCR43: FLOORBOARDS

SCR44: BUMPERS

Class Specific –

All UTV Race Vehicles must have the Rear bumper secured to the Frame

SCR45: MIRRORS

Class Specific -

No Mirrors required

SCR46: SKID PLATES

Class Specific -

Skid plate may be made of UHMW

SCR47: STORAGE

SCR48: FENDERS

SCR49: CHASSIS & BODY

SCR50: HOSES

SCR51: IDENTIFICATION MARKERS

Class Specific –

BITD will assign vehicle numbers

Race numbers on both sides of the vehicle & the rear of the vehicle.

1Y – 99Y

Black background with White numbers

Minimum 6" tall

SCR52: ADVERTISING ON VEHICLES**SCR53: WORKMANSHIP****SCR54: RADIO EQUIPMENT****GENERAL UTV Rules****UTV1: PENALTIES****Class Specific –**

At the discretion of BITD, any UTV race team caught breaking these rules or “cheating” may receive a maximum penalty of disqualification for the race and a 1 race suspension. Best in the Desert has the right to mark, tag, or seal any part of a race UTV. Best in the Desert has the right to confiscate any engine at any time for a class compliance inspection. A fee may be required for the inspection.

SGP1: PROTESTS**Class Specific –****ENGINE**

- Must provide \$1500.00 Cash and complete a Formal Protest Dispute Form within 30 min of the race finish. BITD reserves the right to extend this period of time.
- Must be filed by the Driver of record entered in the same class.
- If a protest is proven valid, the fee will be returned to the claimer. The race vehicle being protested will be disqualified and the race team will be fined \$5,000.
- If a protest is proven invalid, the fee will be given to the protested party.

IMPORTANT: All rules are tentative and may be changed or updated as the BITD season progresses in accordance with the UTV classes. Please contact the BITD UTV class Tech Inspector email at utvtech@bitd.com with any questions or for more information on these rules. Please check the website for updates throughout the 2023 season.