

UTV PRO NA

MAX ENGINE:
OEM ENGINE 1000cc MAX

***NOTE ALL GENERAL AND SAFETY RULES MUST BE FOLLOWED.**

General and Safety Rules:

1. **Mandatory Compliance:** All participants must adhere to general and safety rules.
2. **Safety Tracking System:** UTV vehicles are required to use a safety tracking system provided by **RacingTrax** (contact: 801-836-5198) for all races.

UTV Tech Inspection:

1. **Inspection Requirement:** Each UTV race vehicle must undergo a tech inspection before every official race.
2. **Pre-approval:** UTVs must be pre-approved prior to their first event.
3. **Safety Standards:** All vehicles must meet safety requirements as determined by the UTV Tech Inspector.

General Regulations:

1. **Compliance with Rules:** Participants must follow all class-specific and general regulations as outlined.
2. **Conflict Resolution:** In cases where general rules conflict with specific class rules, the rules under the class take precedence.
3. **Eligibility Clause:** Vehicles not complying with the "spirit of the class" may be disqualified from racing, earning points, receiving trophies, prize funds, or contingency.

Contact:

Participants should reach out to the UTV Tech Inspector for clarifications or questions regarding compliance and safety requirements

The **UTV N/A Production Class** is a competition category with specific requirements for vehicles, ensuring they are based on production all-wheel-drive UTVs (Utility Terrain Vehicles). Here's a breakdown of the key rules and specifications:

Vehicle Eligibility:

- Only production UTVs manufactured by registered companies such as Yamaha, Polaris, Arctic Cat, Kawasaki, Speed and Honda are eligible.
- The vehicle must have a VIN number issued by the manufacturer.
- The Polaris RS1 is included in the class.
- Manufacturers must produce at least 1000 units of the exact model and configuration to qualify.

Vehicle Specifications:

- The UTV must have 2 seats unless it's the Polaris RS1.
- OEM engine electronics must be used; however, ECMs can be flashed, but aftermarket ECMs are not allowed.
- OEM engines must be retained.
- The engine size must not exceed 1000cc.
- The UTV must retain the original hood, grill, front, and rear fenders.

Competition Details:

- The class offers a **point's championship**, a **championship fund**, and an **individual race purse**.
- Drivers & Co-Drivers must be at least **14 years old** by the event date to compete.

This class is designed to maintain a level of standardization while allowing for some performance modifications, and ensures that vehicles meet the expectations for professional off-road racing events.

UTV-1 PENALTIES:

This rule establishes the authority and discretion of the Race Director to oversee compliance and enforce penalties in UTV racing events. Here's a breakdown of its key points:

1. **Discretion of the Race Director:**
 - The Race Director has sole authority to issue penalties for rule violations, specifically for cheating.
 - The maximum penalty includes disqualification from the race and a one-race suspension.
2. **Inspection and Compliance Measures:**
 - Race officials may mark, tag, or seal parts of the race UTV for compliance tracking.
 - Officials have the authority to confiscate engines for inspection at any time to ensure class compliance.
3. **Inspection Fees:**
 - A fee might be required to conduct the inspection process.
4. **Enforcement of Penalties:**
 - Only the Race Director is authorized to enforce penalties, maintaining centralized control over disciplinary actions.

This framework ensures fair competition while providing officials with tools to maintain rule compliance and integrity in the race.

UTV-2 OCCUPANTS:

1. Vehicles must only have two seats.
 - a. Unless it is a Polaris RS1 single seat
2. Both a driver and a co-driver must be present in the vehicle for the entire race.

UTV-3 DRIVER'S MEETING:

At least 1 "banded" race team member must attend the driver's meeting at each race.

UTV-4 RADIO & COMMUNICATIONS:

1. **Mandatory VHF Radio:** Every race vehicle must be equipped with a VHF-type radio.
2. **Posting Team Frequency:** UTV race vehicles must display their team-specific radio frequency on the passenger side roof area of their vehicle's interior.
3. **Official Race Frequency:** All radios must include the official race frequency, **151.490**.
4. **Team-Specific Frequency:** Race teams are required to provide their unique radio frequency details.

These requirements ensure communication standardization and safety during races.

UTV-5 SUSPENSION:

Stock Configuration

Suspension and mounting points

- Must remain as originally designed, located, and positioned by the manufacturer.

Reinforcement for Strength:

- Reinforcing the suspension mounting points for durability or strength is allowed, but the original design and placement must not change.

Restrictions on Modifications:

- You cannot move, add, or remove any suspension mounts. This ensures that the vehicle maintains its original geometry and compliance with the rules.

UTV-6 OVERALL MEASUREMENT RESTRICTIONS:

Maximum Width:

- The maximum width is **83 inches**, measured from the outer edge of one tire to the outer edge of the other tire at ride height.
- Width can be checked at any time.

Wheelbase:

- The wheelbase may be increased by up to **8 inches** over the stock dimensions.
- Modifications must be achieved **through the suspension**.

Frame Modifications:

- Frames **cannot** be cut, lengthened, or shortened.

UTV-7 SHOCK ABSORBERS:

At the start of the race, at least one and only one coil-over shock absorber per wheel must be in working condition.

UTV-8 BUMP STOPS:

Any suspension bump stop is allowed. Must only be mounted to one arm (slapper style only).

UTV-9 TORSION SYSTEM:

Must be coil over shock

UTV-10 TIRES:

Maximum Size:

- The largest tire allowed is **35x10.5**.
- Tires must have the **manufacturer's size** marked, indicating **35 inches**.

Measurement Standard:

- Tires will be measured at **20 pounds of pressure (PSI)**.
- A tolerance of **±½ inch** is allowed on the actual tire size during measurement.

Compliance Requirement:

- At least **3 out of 4 tires** on the vehicle must conform to the **±½ inch size tolerance**.

Tire Configuration:

- **No multiple tires** per corner of the vehicle are allowed.

UTV-11 WHEELS:

All wheels must be stamped or engraved on the outside, within 3" of the valve stem, with the race vehicle number; this includes spares. The minimum stamp size of the number is ¼".

UTV-12 STEERING:

Power steering is permitted, as are turning or steering brakes. All Aftermarket parts must be direct bolt-ins and interchangeable with stock parts.

UTV-13 BATTERIES:

ALL UTVs MUST HAVE A BATTERY SWITCH.

Batteries must be securely mounted with **metal attachments**. All flooded cell batteries must be fully enclosed, including the sides and bottom. The enclosure must be able to contain the quantity of acid contained in the battery if inverted. Gel-filled batteries or dry-cell batteries are recommended and do not require full enclosures. **Batteries mounted in the driver's compartment must be covered and may not be liquid-filled.**

UTV-14 SAFETY LIGHTS:

Safety light requirements for UTVs for rear-facing safety lights

- **Minimum Light Requirements:**
 - **Two Red Tail Lights.**
 - **Two Red Brake Lights.**
 - **One Rear-Facing Amber Steady LED Light.**
 - **One Rear-Facing Amber Flashing LED Light.**

- **Brightness:**
 - The amber flashing light must have a minimum of **2000 lumens**.
- **Wiring:**
 - All safety lights must be connected directly to the **required battery switch**.
 - **No additional switches** for the safety lights are allowed in the circuit (only connection plugs).
- **Approval:**
 - All safety lights must be inspected and approved by a **UTV Tech Inspector**.

All four rear-facing safety lights must be directly connected to the battery switch and that no additional switches are allowed between the battery switch and the safety lights.

This configuration ensures that the safety lights are always functional when the battery switch is engaged.

All lights must be in operating condition at tech inspection.

UTV-15 ENGINE LOCATION AND DISPLACEMENT:

Engine Displacement Limits:

- Maximum displacement is **1000cc**.

Measurements:

- Engine size may be checked and measured to ensure compliance.

OEM Block and Cylinder Heads:

- The engine must use original equipment manufacturer (OEM) stock engine cases and cylinder heads. This ensures standardization for the base components.

Other Components

- In All other internal engine components, such as cams, pistons, and connecting rods, are open to modification or replacement.

UTV-15FD FUEL DELIVERY:

Stock System Design and Configuration:

- The overall layout, arrangement, and functionality of the fuel delivery system must match what was originally provided by the factory. For instance, the locations of components like fuel lines, fuel rails, and the general flow must remain unaltered.

Allowed Modifications:

- **Fuel Pumps:** Aftermarket fuel pumps can be used. These could potentially provide more capacity or reliability but must integrate into the stock design.
- **Fuel Regulators and Filters:** You are permitted to replace these components with aftermarket versions for better performance or durability.
- **Fuel Injectors:** Modified or aftermarket fuel injectors are allowed, enabling changes such as increased fuel flow to support engine tuning.

UTV-16 FLUID COOLERS:

Shrouding Requirement:

- Any oil cooler, transmission cooler, or radiator located ahead of the driver or within the driver's compartment must have a protective shroud.
- Purpose: The shroud must prevent liquids (such as oil, transmission fluid, or coolant) from blowing back or leaking onto the driver or co-driver in case of a

Hose Shielding Requirement:

- All hoses running through the passenger compartment must be shielded to enhance safety.
- Steel braided hoses **alone** are not considered sufficient shielding; an additional protective covering is required.

UTV-17 FUEL CELLS:

Safety Fuel Cells: Recommended for all vehicles.

OEM Fuel Systems: OEM stock tanks in stock locations with stock pumps and filling hoses are permissible.

Auxiliary Fuel Tanks:

- Allowed in most classes unless explicitly prohibited.
- Must be **gravity transfer only**.
- Prohibited for vehicles using alternative fuels like propane or natural gas.

Safety Requirements:

- **Mounting:**
 - All fuel tanks must be securely mounted and separated from vehicle occupants by a cross-member and firewall.
 - Tanks must be filled and vented externally.
- **Prohibited Containers:**
 - GI cans or similar fuel containers are not allowed. Use results in penalties or disqualification.

Fuel Cell Construction:

- **Bladder and Container:**
 - Bladders must be enclosed in smooth-skinned containers.
 - Containers constructed from 20-gauge steel or .060-inch aluminum.
 - Magnesium containers are strictly prohibited.
 - Containers secured with bolts or steel straps.
- **Fittings:**
 - Must be integrally built into or sealed mechanically to the tank skin.
- **Internal Baffling:**
 - Required for all fuel cells.
- **Bladder Material:**
 - Nylon or Dacron woven fabric impregnated with fuel-resistant elastomer.
- **Rotary-Molded Polymer Cells:**
 - Acceptable if they meet physical property standards.

Physical Properties (Table 1 Minimum Standards):

- **Tensile Strength:** 450 lbs. (Spec CCC-T-1916, Method 5102)
- **Tear Strength:** 50 lbs. (Spec CC-T-1916, Method 5134)
- **Puncture Resistance:** 175 lbs. (Spec MIL-T-6396, Article 4.5.17)

UTV-17A FUEL FILLER NECK:**Location of Fuel Filler:**

- Must be positioned as far as possible from the exhaust and engine.
- If placed on the same side as the exhaust, the fuel filler must be at least 12 inches forward of the exhaust.

Compartment Separation:

- The fuel filler must be completely isolated from the driver's compartment to ensure safety.

Splash Guards:

- A splash guard with a minimum height of 3 inches is mandatory.
- Its purpose is to prevent fuel from splashing onto the driver or navigator.

Clamping Requirements:

- T-Bolt (turbo-style) clamps: Only one clamp is required per connection.

***The use of T-Bolt hose clamps is mandatory.**

UTV-17B FUEL CELL VENT LINES**Primary Routing:**

- The vent line should extend from the fuel cell to the highest point of the roll cage that is nearest to the fuel cell.
- It should then run across the width of the vehicle.
- The vent line must travel down to either:
 - Below the belly pan of the vehicle.
 - Or 3 inches below the fuel cell, whichever is lower.

Optional Placement:

- If the vent line attaches directly to the fuel cell, there must be a loop above the fuel cell.
- This loop should extend 6 inches higher than the top of the fuel cell.
- The loop should then be wrapped around the outside of the fuel cell, near the top, and then travel downward to 3 inches below the lowest point of the fuel cell.

Ventilation Requirements:

- The vent line must exit the vehicle's driver compartment.
- It must be directed away from the engine and exhaust system to prevent any risk of fire or explosion.

UTV-18 FIREWALLS:**Material Requirements**

- The firewall must be made of aluminum or metal.

Rear-Mounted Fuel Cells:

- The firewall must be liquid-tight and extend at least 4 inches above the top of the fuel cell, covering it completely from side to side.

In-Cab Fuel Cells

- The firewall must cover the fuel cell, filler neck, and fuel line, ensuring complete separation from the driver's compartment.

Hole Restrictions

- Any holes in the firewall for structural members, lines, etc., must be minimal, with a gap no greater than 0.0625 inches around items passing through.

Sealing Holes

- Metallic tape can be used to seal any gaps around items passing through the firewall.

Engine Firewall

- The firewall between the driver and engine must be made of metal or aluminum, or complete OEM plastic tubs may be used.

Bulkhead Firewall

- For vehicles with in-cab fuel cells, the bulkhead firewall should be aligned with the driver's shoulder.

UTV-19 FUEL FILLER SPLASH GUARD:

As outlined, the splash guard prevents fuel from splashing onto critical areas such as the driver, passenger, exhaust, and engine during the refueling process. To ensure adequate protection, the splash guard must fully surround the fuel filling area and extend at least 3 inches. This helps contain any fuel that may spill during the insertion or removal of the fuel filler jug, safeguarding both the vehicle's components and its occupants.

UTV-20 CHASSIS (FRAME), BODY AND ROOF:

Chassis Pivot Points

- The OEM pivot points **must remain unchanged**.
- The chassis may be reinforced for **durability and strength** but must keep its **original dimensions (width, length)**, and overall design.
 - While materials can be replaced, the modifications must comply with retaining the chassis' original design.

Chassis Length

- Chassis may be lengthened or shortened by +/- 8 inches maximum as long as stock geometry is maintained

Wheel Base

- Wheel base may be lengthened or shortened +/- 8 inches through suspension components as long as stock geometry is maintained

Frame

- Main frame rails from front firewall to rear firewall must be OEM as delivered from the manufacturer. Reinforcement is allowed. No full tube chassis are allowed.

Body Requirements:

- OEM hood, grill, and front and rear fenders must be used.
- These parts must remain intact for the entire race, except in cases of accidental damage.
- Modifications to the grill area are allowed to accommodate the bumper.

Roof Specifications:

- The roof must be covered with sheet metal or aluminum.
- The recommended minimum thickness is 0.060 inches.
- Use of Carbon Kevlar fiber is allowed but only with approval.

Engine Requirement:

- Engine must remain in stock location as delivered from the manufacturer

UTV-21 DOORS, WINDOW SAFETY NETS:**Door Area Design:**

- Must feature either an "X," "A," or "V" ladder design or a Rally-style torso and thigh protection bars.

Operable Doors:

- Doors may be operable, provided they have bracing to prevent injury in the event of a side impact.
- Alternatively, the doors can be hinged with interconnecting tubes.

Slide Bolt:

- The door must have a slide bolt of at least 1.5 inches by .095 inches with a minimum overlap of 4 inches.
- The bolt should be spring-loaded with a locking indent.

Tubing:

- The bracing and tubing must have a minimum size of 1.5 inches by .095 inches.

Leg and Torso Protection:

- The lower leg and torso must be fully covered with aluminum, with a minimum recommended thickness of 0.060 inches.

SFI-Rated Nets:

- All window nets must be SFI-rated.

Net Coverage:

- Nets must cover the complete open area of the cockpit on both sides of the vehicle.

Net Installation:

- The maximum gap between the net and the roll cage tube must be 3 inches.
- Nets must be installed on the inside of the roll cage to prevent damage or detachment during a rollover or slide.

Exit Requirements:

- Occupants must be able to release the net and exit the vehicle unassisted, regardless of the vehicle's position.

Net Attachments:

- Net attachment points must be strong enough, and the net's border or edge must be made of material as strong or stronger than the net.
- Attachments should be made at least every 6 inches. Unacceptable attachment methods include hose clamps, snaps, heavy-duty nylon ties, lift-a-dot, and metal hooks.
- Steel rods are acceptable for bottom fastening.

Best In The Desert Racing Association requires that all vehicles' occupants be protected during a rollover to prevent them from extending from the body or frame of the vehicle.

UTV-22 SIREN:

All UTVs are required to have a **LOUD SIREN**. The UTV tech inspector must approve all sirens.

UTV-22A BREAK DOWN SAFETY DEVICES:

All UTVs must carry at least one red reflective device. The device must be free-standing and at least 12 inches high and 12 inches long (similar to trucker's breakdown triangles).

One battery-operated red flashing beacon and two large glow sticks are required when racing at night.

Best In The Desert Racing Association is concerned about race areas; thus, flares will not be permitted as a breakdown device. Official **Best In The Desert Racing Association** stuck stubs are supplied to each entrant at registration. The stuck stub and a writing instrument must be kept with the vehicle. If a breakdown or out-of- race condition occurs, the stuck stub must be completed and given to another race vehicle to pass on to a race official.

UTV-23 SEATING:

All seats must be securely mounted to the frame of the vehicle and be properly reinforced in such a manner as to keep the seat from moving in relation to the frame. Adjustable track-type seats must be securely mounted to allow no lateral or vertical movement.

Head and neck restraints designed and installed to prevent whiplash are mandatory on all vehicles. Restraints must be a headrest constructed of at least 2-inch-thick resilient padding and be approximately 36 square inches in area. All roll bar or bracing portions that might come into contact with the vehicle occupant's helmets must be padded.

UTV-24 TRANSMISSION/GEARBOX:**All-Wheel Drive (AWD):**

- The vehicle must retain an AWD system, meaning power must be distributed to all four wheels.

Engine-Transmission Configuration:

- The engine and transmission combination must match the original equipment manufacturer (OEM) specifications, ensuring compatibility and original performance.

CVT Belt Drive:

- If the vehicle originally came with a Continuously Variable Transmission (CVT) using a belt, this must remain as part of the drivetrain, with no replacement by other types of transmission.

Stock Transmission Cases and Clutch Design:

- The stock transmission cases (housing) and clutch design must be maintained, keeping the original design elements intact.

Functional Reverse Gear:

- A reverse gear must be present and functional, meaning the vehicle must be able to drive in reverse.

UTV-25 ROLL CAGE MATERIAL:

All vehicles in the competition are recommended to be equipped with a roll cage based on seamless mild steel or 4130 chrome moly steel tubing. Roll cage material may be crew, dom, whr, wcr mild carbon steel, or 4130 cromoly. BITD HIGHLY RECOMMENDS THE USE OF 4130 CROMOLY. All welds must be of high quality and craftsmanship with good penetration and with no undercutting of parent material.

UTV 26 ROLL CAGE TUBING SIZE:

Minimum Tubing Dimension.

UTV weight = > 2000lbs OD 1.5" x ID .095"

UTV weight = 2001 lbs. > 2500 lbs. OD 1.5" x ID .120" or OD 1.75" x ID .095"

UTV weight = 2501 lbs. > 3000 lbs. OD 1.75" x ID .095"

For the purpose of determining tubing size, the UTV weight is a "**WET**" weight. Wet weight is race UTV with full fuel, spare tires, tools, and drivers.

UTV-27 ROLL CAGE DESIGN:

No aluminum or nonferrous materials are allowed to be used in the construction of the roll cage. Minimum tubing material dimension requirements for roll cages apply to this list of required tubes: front vertical hoop "A" Pilar, vertical tube at front of door area "B" pilar, rear vertical hoop "C" Pilar, Torso and Thigh bars, door bracing, top interconnecting bars, rear down braces, diagonal bracing behind driver's head, lower rear interconnecting bar. **The front windshield area is not to have open space larger than 30", so all 2-seat cars must run an intrusion bar. It may consist of 2- 1"x .095 tubes or a single tube to match the rest of the roll cage.**

This means that the front vertical hoop, rear vertical hoop, upper door bars, door bracing, top interconnecting bars, rear down braces, diagonal bracing behind the driver's head, and lower rear interconnecting bar must be all made with a minimum 1.5" x.095 if your UTV weights 2000lbs or less and 1.5" x.120 if over 2000lbs.

UTV-28 BUMPERS:

All UTV race vehicles must have the rear bumper secured to the frame using a minimum 1.5" outside diameter and .095" wall thickness. **The front must pick out a minimum of 2" past the tires. Rear bumpers must stick past a minimum of 4" past the tire and must be between 30" and 40" from the ground. This is a bump area to prevent tire-to-tire contact. Front bumpers should be built to match that height requirement. Bumper ends must be made in such a way as to avoid any sharp edges.**

Bumpers and Nerf bars must be designed to reasonably inhibit two vehicles from becoming locked together. All vehicles must have safe front and rear bumpers. Hazardous front or rear bumpers, Nerf bars, frame heads, or other protruding objects are not permitted.

UTV-29 IDENTIFICATION NUMBERS, MARKERS, AND STICKERS:**UTV Pro: R1 – R999 Black Background; White Numbers****Decal Requirement:**

- All vehicles must display the official Best In The Desert Racing Association decal on both sides of the vehicle.

Vehicle Identification Numbers:

- Numbers must be placed in specific locations with the required sizes:

Side Numbers:

- Minimum 8 inches tall with a 1-inch-wide stroke, displayed on each side of the vehicle in line with the occupants.

Rear Numbers:

- Minimum 6 inches tall with a 1-inch-wide stroke, visible from the rear.

Front or Roof Numbers:

- Minimum 4 inches tall, visible from the front of the vehicle.

Visibility:

- Numbers must be clearly visible and easy to read at race speeds.

Color and Background:

- The number color and background must be approved by the UTV tech inspector. For Pro UTV class vehicles, the specified color numbers and backgrounds must be used.

Approval Process:

- Vehicle numbers are assigned by the Best In The Desert Racing Association. Participants must contact them to get a race number.

Changes:

- If the numbers are not easy to read, the vehicle will be required to change them.

ALL NUMBERS MUST BE EASY TO READ. IF THEY ARE NOT, YOU WILL BE REQUIRED TO CHANGE THEM.

UTV-30 PIT-SUPPORT VEHICLES:

All pit-support vehicles will have a minimum of 4-inch-high white numbers (number of vehicles pitting for) on both sides of the vehicle on side windows, on the upper passenger side corner of the front windshield, and on the rear window. Some of the races require pit support vehicles to have a Best In The Desert Racing Association pit pass on the dash, in the front windshield of the driver's side. These pit passes are handed out at the race.

UTV-31 Brakes:

Brakes are open

For Questions:

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