

# BEST IN THE DESERT RACING ASSOCIATION

## “THE AMERICAN OFF-ROAD RACING SERIES”

### GENERAL RULES

#### *NEW ADVENTURES IN OFF-ROAD RACING*

**Best In The Desert (BITD)** rules and/or regulations set forth herein are designed to establish minimum acceptable requirements and to provide for the orderly conduct of racing events. **Effective January 1, 2023**, these rules and regulations will govern all **BITD** events. All **BITD** members willingly participating in these events are deemed to have complied with these rules and/or regulations. No express or implied warranty of safety shall result from the publication of or compliance with these rules and/or regulations. These rules and/or regulations are in no way a guarantee against injury or death to participants, spectators, or any other person or persons. They are intended as a guide for the conduct of the sport only. **BITD** rules and/or regulations are the sole property of **BITD**. Use of these rules and/or regulations by any other organization or individual is forbidden, unless **BITD** grants prior written approval and consideration is received by **BITD**. **BITD**, its members, officers, directors, or staff assume no responsibility, legally or otherwise, for failure or malfunctions of any product or products of recognized manufacturers listed in the rules and/or regulations herein. **BITD** is not liable for decisions and/or actions made by individuals, promoters, organizations or others using **BITD** rules in whole or in part. Specifications and/or regulations contained in this rulebook are intended for use as a guide with respect to safety and for that purpose only. **BITD** assumes no responsibility for consequences resulting from their voluntary application by any association, organization, manufacturer or individual.

#### Notes:

- 1) **BITD** reserves the right to change the Rulebook as deemed necessary. These changes may occur at the beginning of each year, or throughout the year.
- 2) **Currently the BITD Rule book is comprised of 5 Sections**
  1. **General Rules** - The 2023 version of the “General Rule Book” will supersede all other general rules unless the rule was missed, i.e., something in MC not being added to general rules.
  2. **Youth Rules** – Many changes have been made
    - Have been revised to the BITD format, and updated for 2023
    - Class Revisions have been made
    - Weight Rules have been added
  3. **Motorcycle and Quad** – No changes at this time. As noted above, the **new “General Rule Book” will apply.**
  4. **UTV** – Many changes have been made
    - Added/New classes
    - Revision and clarifications to existing classes
    - References to General Rule book SCRs to create standardization within the Rule books.
  5. **Car and Truck**
    - There have many clarifications to class rules, but no major changes and most have been previously known.

Revisions: 7.15.23

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## DEFINITIONS and GENERAL INFORMATION

### TERMINOLOGY DEFINITIONS

The terminology, definitions, and abbreviations contained herein shall be used in the **BITD** rulebook, supplementary rules, entry forms, and newsletters and for general use.

### RULE USAGE

**BITD PROMOTION:** Any and all racing-related events fully produced by **BITD**.

**BITD CO-PROMOTION:** Another promoter working with **BITD** to promote an event.

**BITD SANCTION:** The documentary authority to organize and conduct an event as granted by **BITD**.

### ORGANIZATION TERMINOLOGY

**BITD:** The promoter.

**EVENT:** A contest between one or more vehicles competing against the clock and/or directly against each other.

**CLASS:** A class is a category of vehicles as determined by engine size, age group, seating capacity, or any other method listed in this **BITD** rulebook. Classes may be combined at the discretion of **BITD**.

**Pro-class / Limited Pro-Class** entrants will be eligible to receive trophies, contingencies, and monetary awards with respect to their finishing position.

**Sportsman** class entrants will be eligible to receive trophies and contingencies only with respect to their finishing position.

**Note:** To qualify for the **BITD** year-end points championship and year-end points money, competitors must enter and Start **ALL BITD POINTS EVENTS** during the year.

**ENTRANT:** A **BITD** member whose entry is accepted for an event.

**DRIVER/RIDER OF RECORD (DOR):** The person listed on an official **BITD** entry form to be the main operator of a vehicle entered in an event. The DRIVER/RIDER of record must sign all entry and release forms in person during the normal registration time in order to be eligible for points, prize money, and contingency awards in that event. Identification may be required during registration. Special consideration registration may be permitted with the advanced approval of **BITD**. **DRIVER/RIDER of Record** is responsible for all actions of his/her team, pit-crew, and/or anyone associated with **DRIVER/RIDER of Record and the registered race vehicle number**.

**Co-DRIVER/RIDER:** A person listed on an official **BITD** entry form as a co-operator of a vehicle that is eligible to drive or ride during the course of the race. The Co-DRIVER/RIDER must sign all entry and release forms in person during the normal registration time at the same time as the DOR is signing all entry and release forms. Identification may be required during registration. Special consideration registration may be permitted with the advanced approval of **BITD**.

#### **Minimum age for DRIVER/RIDER:**

- **Car/Truck class is 14 years old** - must be 14 by the date of the event. Co-driver age not restricted.
- **UTV-Adult class is 14 years old** - must be 14 by the date of the event. Co-driver age not restricted.
- **Motorcycle and Quad Rider and Co-Rider is 14 years old** - must be 14 by the date of the event.
- **Youth UTV Class - At Least 5 Years Old & No Older Than 12 Years Old** – The noted age must met at the date of the event.

**CONTESTANT:** A person listed on an official **BITD** entry form to compete in a race as either a driver or co-driver.

**OFFICIALS**

**DIRECTOR/OWNER:** The chief executive officer and Owner(s) of the **BITD**, responsible for the conduct of all business transactions and race events of the organization. All other officials report directly to the Director/Owner. The Director/Owner has the final decision on all issues involving any **BITD** events. The Director/Owner has full discretion to make any final determinations, judgments, or penalties in relationship to all **BITD** rules and/or regulations.

**OPERATIONS MANAGER:** The associate executive officer of the **BITD**, sharing responsibility for the on-course conduct of all race events, and carrying out other responsibilities as assigned by the Director/Owner. In the absence of a Director/Owner, the Operations Manager will assume all the Responsibilities of the Director/Owner.

**RACE OFFICIAL:** All individuals designated by the Director/Owner or Operations Manager to officiate at a **BITD** event.

**COURSE MARSHALS:** The race officials appointed by the **BITD** to assist the Operations Manager in the on-course conduct of a race event.

**CHIEF TECHNICAL INSPECTOR:** The race official appointed by the **BITD** to direct the inspections of entrant's vehicles before and after each event, for technical and safety compliance with the **BITD** rulebook.

**ASSISTANT CHIEF TECHNICAL INSPECTOR:** The race official appointed by the Chief Technical Inspector and **BITD** to assist the Chief Technical Inspector. The Assistant Chief Technical Inspector shall perform all duties of the Chief Technical Inspector in the event the Chief Technical Inspector is not available. The Assistant Chief Technical Inspector shall carry out all other duties as assigned by the Director/Owner, Race Operations Manager, and or Chief Technical Inspector.

**SCORING DIRECTOR:** The race official appointed by the **BITD** to direct the timing and scoring operations of a race event.

**COMMUNICATIONS DIRECTOR:** The race official appointed by the **BITD** to direct the radio communications network operations of a race event.

**CHECKPOINT CAPTAIN:** A race official appointed by the **BITD** to direct the operations of their checkpoint and the immediate area around the checkpoint.

**PAVED ROAD CROSSING CAPTAIN:** A race official appointed by the **BITD** to direct the operations of their paved road crossing and the immediate area around the paved road crossing

**PIT STOP CAPTAIN:** A race official appointed by the **BITD** to direct the operations of their pit stop and the immediate area around the pit stop.

**STARTER:** The person responsible for starting an event by displaying the appropriate flags and/or lights, as directed by the Operations Manager.

**EVENT TERMINOLOGY**

**SUPPLEMENTARY REGULATIONS:** Regulations that define special or additional rules for a specific event.

**IMPOUND:** A specific place with restricted access designated for the containment of all race vehicles immediately before and/or after an event.

**CONTINGENCY:** A contingency is a commitment made to **BITD** by verbal or written contract with a manufacturer, company, or individual to post or pledge a certain amount of cash or product as an award to contestants. Contestants must apply for, be approved by; and meet requested requirements as set by the manufacturer, company, or individual posting the contingency. Decals are generally required and must be assumed to be required unless otherwise stated. Unless otherwise stated the contestant must finish the event in order to be eligible.

**PAYBACK:** The share of the purse that an entrant receives for finishing a race in a paying position. Only actual finishers qualify for a share of the monetary purse.

**RULES SECTION ABBREVIATIONS**

<b>SGR:</b>	<b>GENERAL RULES</b>
<b>SGE:</b>	<b>ENTRANTS</b>
<b>SGD:</b>	<b>DISQUALIFICATION</b>
<b>SEC:</b>	<b>EVENT COURSE</b>
<b>SGP:</b>	<b>PROTESTS</b>
<b>SIP:</b>	<b>INFRACTION PENALTIES</b>
<b>SDC:</b>	<b>DRIVER / RIDER, CO-DRIVER / CO-RIDER</b>
<b>SGPT:</b>	<b>PITS</b>
<b>SGT:</b>	<b>TECH-INSPECTION and IMPOUND</b>
<b>SCR:</b>	<b>COMPETITION REGULATIONS</b>

**GENERAL RULES**

- SGR1:** Off-road racing is a hazardous sport and as such, no entrant, pit crew member, or vehicle sponsor shall have any claim for damages, expenses, lawsuits, or otherwise against promoter, track operator, **BITD**, its officers, agents or Director/Owners or Race Operations Manager arising from damage to any vehicle, personal injury or death, or monetary loss of any kind whatsoever. Entrants, pit crew members, or vehicle sponsors who voluntarily participate in any racing activities conducted under these rules, waive any claim they may have against the promoter, track operator, **BITD**, its officers, agents, or Director/Owners.
- SGR2:** The promoter or track operator may run any type of approved **BITD** event.
- SGR3:** The Director/Owner or Operations Manager shall have the authority to penalize, disqualify and/or suspend any entrant or crewmember for the violation of these rules including special rulings and supplementary regulations.
- SGR4:** **NO OTHER RACE PROMOTERS IDENTIFICATION LOGOS MAY BE DISPLAYED ON VEHICLES DURING THE ENTIRE RACE**, i.e., stickers, emblems, etc., **BITD** requires three (3) **Best In The Desert** Logo/stickers be clearly visible on both sides of all registered race vehicles.
- SGR5:** **BITD** may issue special rulings to account for conditions presented by the location of the race, the condition of the course, or any other circumstance.
- SGR6:** Special rulings and specifications will be considered official amendments to the list of rules and regulations when issued by **BITD** in written form in official **BITD** publications.
- SGR7:** Supplementary regulations may be issued for each event as necessary to amend, suspend or modify existing rules and regulations. Supplementary regulations will not be considered official until released in written form in official **BITD** publications.
- SGR8:** **BITD** assumes no responsibility whatsoever for delays, postponements, and/or cancellations of all or part of an event because of inclement weather, unsafe course condition, and/or any other reason.
- SGR9:** The Director/Owner and Operations Manager will have the responsibility for the conduct of any event conducted under these rules. All official race personnel will be directly responsible to the Director/Owner or Operations Manager.
- SGR10:** The Director/Owner or Operations Manager shall have the authority to penalize any entrant (up to and including disqualification and/or suspension) found to have committed violations of driver's rules and/or conduct.
- SGR11:** No one falling under the jurisdiction of any race official(s) at any **BITD** event shall subject said official(s) to improper language, physical abuse, threats, or any other demeaning action.
- SGR12:** **BITD** members are not employees of **BITD**. **BITD** members assume all responsibility for all charges, premiums, and taxes payable on any funds they may receive as a result of their participation in any **BITD**-sponsored event(s).
- SGR13:** **BITD** reserves the right to refuse and/or deny any entry application or person.
- SGR14:** **BITD** uses the frequency of **151.490Mhz** as a main race channel. **BITD** reserves the right to change the main race channel frequency if deemed necessary. **BITD** will make all reasonable efforts to notify all entrants of the new frequency. All radio or other transmissions, which affect **BITD** control communications, are strictly prohibited except in the case of medical emergencies.

- SGR15:** The checkpoint captains are the direct representatives of the Operations Manager at their respective checkpoints. Their area of responsibility includes 50 yards on either side of the checkpoint.
- SGR16:** Checkpoint captains will designate areas leading to and surrounding the checkpoint area. This area is for checkpoint personnel only. No support teams, pit crews, chase crews, or any other person without express permission will be permitted in this area. Failure to comply will subject the entry to penalties of up to and including disqualification.
- SGR17:** Classes may be combined at the discretion of **BITD**. The combining of classes is for the sole purpose of allowing entrants to race. Entrants will be eligible for position money for the combined class and will be awarded points in their respective classes.
- SGR18:** The Director/Owner, Operations Manager, and or Chief Technical Inspector shall have the authority to penalize, disqualify and/or suspend any entrant for violations of vehicle technical rules.
- SGR19:** The Director/Owner has the final decision on all issues involving any **BITD** events. The Director/Owner has full discretion to make any final determinations, judgments, suspensions, or penalties in relationship to all **BITD** rules and/or regulations.

## **ENTRANTS**

- SGE1:** Any entrant who fails to fully fill out and sign required entry forms and releases shall be disqualified and shall forfeit any prize money, points and contingencies won in that particular event. Entry forms and releases must be signed in person in front of **BITD** entry personnel. Identification may be required.
- SGE2:** No entrant may enter racing areas until they have signed all releases and/or entry forms. No person shall sign the release or entry forms for anyone other than himself or herself. Proper identification may be required (i.e., picture ID).
- SGE3:** The entry applications of persons under the age of 18 must have a parent or legal guardian sign the Minor Waiver Release form. This form is required to be filled out per Race.
- SGE4:** Any entrant who competes in a vehicle that he/she is registered to drive or co-drive must sign all of the documents with **BITD**. If all documents are not signed with **BITD** it may result in a vehicle disqualification.
- SGE5:** Deliberate vehicle contact, abusive nerfing, or bumping shall be within reason for a penalty, disqualification, and/or suspension at the discretion of the Director/Owner or Operations Manager
- SGE6:** One arm-banded entrant, driver/rider, or co-driver/rider of record as listed on the official **BITD** entry form, must attend all driver/rider meetings. Failure to do so may result in penalties of up to and including disqualification and/or fines. Armband checks and written roll calls may be made at the meeting.
- SGE7:** If a driver of record change is made after an entrant has completed event registration, the starting position will be forfeited, the entrant will start at the rear of their class and all prior points will be forfeited.
- SGE8:** A driver will not permit any other person other than a registered co-driver in the co-driver/rider normal driver or riding position (s). The driver shall not permit anyone to ride on or in any part of his or her vehicle other than the normal riding positions.
- SGE9:** No entrant, crewmember, pit personnel, or any other person(s) other than the Director/Owner, Operations Manager, or a **BITD** official shall remove, alter or relocate course markings. The person(s) found to have removed, altered, or relocated course markings may be disqualified and/or immediately removed from the area and may be refused access to future **BITD** events.
- SGE10: Pre-Fun Run** and course knowledge obtained thereof is the responsibility of every entrant of the **BITD**

events. The **Pre-Fun Run** must be done in a safe and sensible manner and may be restricted or denied due to federal and/or state regulations. Unsafe and/or irresponsible driving during the **Pre-Fun Run** may subject the entrant to penalties of up to and including disqualification, suspension, fines up to one hundred dollars (\$100), or any combination of the aforementioned three penalties at the discretion of **BITD**. There will be no pre-running or practice done in event-registered race-prepared vehicles on or near the marked official **BITD** racecourse. Participants in the **Pre-Fun Run** with open cockpit vehicles or motorcycles must wear full personnel protective gear. **NOTICE: Participation in the Pre-Fun Run is at the entrants' own risk.**

**SGE11:** Failure to appear before the Director/Owner or Operations Manager when requested may result in a letter of reprimand and/or infraction penalty at the discretion of the Director/Owner or Operations Manager. Failure to appear before the Director/Owner or Operations Manager when requested twice within a race season may result in an infraction penalty and/or suspension for up to one year at the discretion of the Director/Owner or Operations Manager.

## **DISQUALIFICATION**

**SGD1:** Drinking intoxicating beverages in the official pre-race technical inspection area and post-race areas (i.e., impound, finish line area, etc.), pits, on the racecourse, or in the surrounding areas by any person is strictly forbidden. The use of narcotics (amphetamines or any other stimulants, barbiturates, or other depressants) is forbidden. Any entrant or crewmember in an event that shows evidence whatsoever of being under the influence of any of the aforementioned shall be subject to suspensions from all future **BITD-sponsored** events. Violators will be asked to leave the premises immediately at the direction of the Operations Manager or the Director/Owner.

**SGD2:** Any entrant who makes a false statement on a contingency or entry form shall be disqualified and shall forfeit all prize money, points and all contingencies won in the race. Entrants may also be suspended from future events for a period of one year.

**SGD3:** Any entry application containing a falsified signature will cause the entrant to be disqualified and shall forfeit all prize money, points and contingencies won in that event. Entrants may also be suspended from future events for a period of one year.

**SGD4:** Any entrant disqualified from any event for any reason whatsoever forfeits any and all rights to prize money, points, and contingencies. Entrant will not be entitled to a refund of all or any portion of his/her entry fee.

**SGD5:** Any entrant, respective pit crews or support crews seen or reported traveling on the course in other than race-registered vehicles participating in the event before the end of the official race time limit may subject the entrant to penalties of up to and including disqualification and/or suspension. **There is no outside assistance permitted on the course or near the course during the event except for those BITD designated areas set aside for pits and/or gas stops.** **BITD** retains the right to assess each situation and respond accordingly. (Situations involving safety are at the discretion of the **Director/Owners or Race Operations Manager** of **BITD**.)

In the event that a vehicle breaks down on the course, **BITD** approves the following options. Any deviation from these options may result in the entrant being disqualified.

- 1) Driver/rider or Co-driver/rider who is with the vehicle at the time of breakdown may walk to and from the nearest official **BITD** designated pit stop only, in order to retrieve equipment or parts necessary to repair the vehicle. Anyone other than the vehicle occupants that deliver equipment or parts will subject that vehicle to disqualification. Obtaining equipment or parts from any other location than an official **BITD** designated pit stop will subject the entrant to disqualification.
- 2) Another race-entered vehicle may pick up equipment or parts at the previous official **BITD** designated pit stop and then deliver that equipment or parts to a broken down vehicle. The race vehicle picking up the equipment or parts must travel in the proper direction on the course. Traveling backward on the

course will subject both entrants to disqualification. Any pit support vehicle other than raced entered vehicle delivering parts to a broken-down vehicle will subject the entrant to disqualification.

- 3) Any **BITD Official** may assist any race entrant as long as it is done in a safe and controlled manner with permission from the Director/Owner, Operations Manager, or Communications Director.

**SGD6:** Any race entrant or their support personnel who subject any **BITD** official, other race entrants or their support personnel to verbal threats and/or physical abuse will be brought before the Director/Owner or Operations Manager. The Director/Owner or Operations Manager will make the decision of disqualification and/or suspension of the driver/rider of record and the offending support personnel for said offenses. Acts of physical abuse may be reported to the proper authorities and may lead to legal action.

## **EVENT COURSE**

**SEC1: BITD will set the maximum duration and length of an event.**

**SEC2:** An entrant's official time shall be the total elapsed time from their assigned starting time to the time they cross the official finish line. The elapsed time must be less than the official time length of the event. If an entrant does not report to the staging area in time to stage in their respective starting position, the entrant will be placed in the rear of their class. If the last of their class has already started, the entrant will be started in the next available position solely at the discretion of **BITD**. In all cases, if the entrant does not start at their assigned time, their time will start from their assigned starting time, not their actual starting time. Entrants may request a "rear start", this will put the entrant at the rear of the class they have registered for. In the event of multiple entrants requesting, it will be based on the first request. If an entrant requests a rear start for a class having a Time Trial, the entrant is "**NOT ELIGIBLE**" to compete in the Time Trial.

**SEC3:** The winner of each class shall be the entrant that finished the race with the lowest elapsed time or the most laps within the event time limit. The entrant must also meet all other criteria in order to be declared the official winner. (\*\*see **SEC18 for Gran Prix Finish/Scoring type event**)

**SEC4:** All entrants must report all accidents and/or breakdowns they may have witnessed. Entrants must inform a **BITD** official at the next checkpoint, paved road crossing, pit stop, or by radio (if so equipped) of the location, vehicle number, and injuries if any. All entrants must retrieve a stuck stub from any other entrant who is displaying the stuck stub in the air and deliver the stuck stub to an official at the next paved road crossing, stop checkpoint, or pit stop that they come to or a **BITD** Official.

**SEC5:** Two battery-operated red flashing beacons, two long glow sticks, or two red reflective devices must be carried in the vehicle. Reflective devices must be at least 12 inches high and 12 inches long and be free-standing (similar to trucker's breakdown triangles). Beacons, glow sticks or reflective devices must be placed at least 200 feet and 20 feet behind any breakdown or accident and be placed beside the track on the same side of the track as the vehicle.

**SEC6:** Passing is not permitted within 300 feet on either side of any paved road crossing or inside a designated Pit Stop, except at the direction of a **BITD** official. Failure to comply will subject entrants to penalties of disqualification or a time penalty of 5 minutes for each occurrence at the discretion of the Director/Owner or Operations Manager.

**SEC7:** Any entrant who must discontinue the race must report, in person, via the stuck stub, to a checkpoint, paved road crossing, pit stop, start/finish or, via **BITD** Radio Frequency **151.490Mhz** that they are out of the race.

**SEC8: No aircraft permitted for the purpose of race support.** This includes but is not limited to flying over any race vehicle; transportation of drivers/riders and or support crews (unless a medical emergency exists); communication with race vehicle or pit support vehicle or pit; spotting for race vehicle; transportation of equipment and/or parts; landing on or near the race course in areas other than approved by **BITD** and within FAA rules; flying too low; and interfering with the normal conduct or actions of the event. Violation of this rule may lead to the entrant's disqualification. As of 2022 **Drones are permitted at designated**



BITD events, however, they must adhere to Media Drone/Helicopter rules and attend a Media Meeting prior to the Race event. They will be required to obtain proper Media credentials.

**Note:** Requests for aircraft special use (i.e.: filming, observing, etc.) must be submitted to BITD in writing. Requests must include the radio frequencies (helicopter or airplane frequency and race team frequency) to be used and must be submitted no later than one week prior to the scheduled event. Any request received during the week prior to the event will not be considered.

**SEC9:** Starting procedures will be announced at the drivers/riders meeting prior to each event.

**SEC10:** Every vehicle must leave the start line at its designated start time. Only those vehicles that cross the finish line within the designated time limit will be declared official finishers. **Every vehicle must come to a complete stop and pass through all checkpoints and pit stops. Failure to stop and pass through all checkpoints along the course will subject that entry to penalties of up to and including disqualification at the discretion of the Director/Owner or Operations Manager.**

**Every vehicle must come to a complete stop at all BITD designated paved road crossings. Failure to stop at all designated paved road crossings along the course will subject that entry to penalties of up to and including disqualification at the discretion of the Director/Owner or Operations Manager.**

**SEC11:** All vehicles must enter each stop checkpoint or paved road crossing at a safe speed. Unsafe racing into and/or through any stop checkpoint or paved road crossing is prohibited. Speeding through a stop checkpoint or paved road crossing is automatic disqualification. Rolling through a stop checkpoint, pit stop or paved road crossing is a minimum *five-minute* time penalty for each occurrence. Safe speed is defined as a speed at which a vehicle may make a controlled stop without endangering anyone within the immediate vicinity of the checkpoint, paved road crossing or pit areas.

**SEC12:** All entrants may be checked for their armband at the Start Line or Finish Line and all vehicles may be checked for the technical inspection sticker at any or all checkpoints or pit stops. Every entrant is responsible for his/her armband and vehicle technical inspection sticker. Any entrant found not to have an armband or vehicle without technical inspection sticker may cause that vehicle to be disqualified.

**SEC13:** No vehicle shall be towed, pushed, pulled or transported by any non-race-entered vehicle on the official course while an official event is still in progress. Another race entered vehicle or an official **BITD** vehicle may push, pull or tow the race-entered vehicle up to the nearest pit stop or checkpoint but may not push, pull or tow it **through** the pit stop. Occupants of the vehicle that is pushed pulled or towed to that point must make necessary repairs in order to leave that area under their own power. No vehicle may be pushed, pulled or towed by another vehicle within the last **two-hundred yards (200 yards) of the finish**; only the vehicle occupants at the time of the breakdown may push the vehicle through the finish line. No other person or persons will be permitted to assist in pushing, pulling or towing the vehicle. **BITD** officials may lend assistance to any race vehicle or the vehicle occupants in any manor **BITD** deemed reasonable, such as retrieving the vehicle, pulling the vehicle, shuttling parts, tools/equipment, etc.

**SEC14: Entrant – Driver/Rider of Record**

**Driver/Rider of Record MUST AT A MINIMUM, START or FINISH (by showing arm band) ALL BITD events. Special consideration may be allowed for instance of NON-START/FINISH with the advanced approval of BITD.**

**SEC15:** A marked course is that official route designated by and marked with official **BITD** markings. All vehicles must follow this route during the event. No vehicle may deviate from the marked course at any time unless the course is wide enough to pass. Passing is only permitted where there is no vegetation on the side of the course. Short coursing is not permitted and could result in a time penalty or disqualification. Short coursing is defined as any deviation from the marked course for any reason other than passing. No deviation from the marked course including passing is permitted in sensitive areas. Deviation from the marked course in these areas could result in disqualification. Sensitive areas are those, which are, marked by **BITD** markings and DQ signs. **BITD** is not responsible for markings that are damaged or removed. All vehicles must drive only in the correct direction of the course route or trail. Driving backward on the racecourse at any time is prohibited. **Driving backward on the course is grounds for penalties of up to and including disqualification and/or suspension.**

**SEC16: Points – The 2023 BITD Championship series will include:**

**ONE THROW-AWAY RACE**

**BITD will throw away (1) race to include any of the following:**

1. **Did Not Race (DNR) event**
2. **Did Not Finish (DNF) event**
3. **Lowest event point total**

Points are awarded for miles on the course, determined by the last **BITD Stop Check** the vehicle cleared on the course if you DNF.

**SEC17: A Points Tie** - All year-end points are computed by the finishing record of the entrants involved, if there is a tie after year end points are computed, then the tie will be determined by whoever is the highest placing entrant in the BITD Vegas to Reno race.

**SEC18: Gran Prix type Finish/Scoring** - The race ends when the Overall Leader receives the checkered flag and has completed the required number of laps determined by **BITD**. Once the checkered flag is given to the Overall Leader all other entries must receive the checkered flag to be considered a finisher. **Example Three (3) Lap Race:** Three (3) Lap Race – **BITD** determines that the Overall Leader is required to complete three laps. **BITD** will consider you to be a finisher but you must complete two (2) laps and you must receive the checkered flag after the Overall Leader receives the checkered flag. If a competitor starts their third (3rd) lap before the Overall Leader receives the checkered flag and they break down on the third (3rd) lap, they are considered a DNF (did not finish.) If a competitor is having problems with their race vehicle, and does not think they can finish the third lap, and they are on their second (2nd) lap, they will then want to stop no closer than a ¼ mile from the finish line (checkered flag) and wait for the Overall Leader to receive the checkered flag, then cross the finish line for a finish. The competitor must receive the checkered flag to be considered a finisher.

**SEC19: Official Start of Race** - The **Official Start of a BITD Race** is when any/all entrants have received the green light/flag, and entrant crosses the **Official BITD Start Line**. Time trials, for starting position, are considered **Official Start of a BITD Race**, for the select classes.

**SEC20: Official Start Order - The Official Start of a BITD Race**

**Qualified Starting Position via Time Trials**

- 1) **BITD** has the sole right to determine what classes, if any, will qualify for starting positions.
- 2) If **BITD** allows qualifying for a particular class, then the race starting order will be determined based on fastest times at qualifying.
- 3) If **BITD** allows qualifying for a group of classes, i.e., Trick Truck/1500, the race starting order will be determined based on fastest times at qualifying as a group of the combined classes.
- 4) Qualifying start order will be determined by a random draw of those entered at the time of the draw of entries.
- 5) Entries received after the draw will be placed in the order they were received.
- 6) Racers that choose not to participate in the Time Trials will start in the order they were drew, after those who participated in qualifying.

**Non-Qualifying Classes Start Order**

- 1) Start order will be determined based on the current points standings
- 2) Current point's holders who do not sign up before drawing will start in the order they signed up after those included in the draw.
- 3) Those who are racing an event for the first time will go into a random draw to start accordingly behind points holders.

**Non-Qualifying Classes Start Order for Season Opener**

Start order will be determined as follows by a random draw per class.

**SEC21: Official Entry** – All vehicles are considered an “Official Entry” upon leaving the starting line for their designated first start at the particular event, i.e. Qualifying/Time Trials, schedule race whether it is a single or multi race event, or any other part of the event BITD designates.

**SEC22: Jumping Start** – If an entrant is determined to have “Jumped the Start” or “started early”, **the penalty will start with a Ten (10) minute time penalty and may penalize up to disqualification, based on the severity of the infraction.**

**SEC23: Official BITD Race Flags** may be used at any BITD event. The colors and designation are as follows:

- Green Start of race/event.
- Orange Caution ahead, when this flag is displayed, proceed with caution, there may be something you cannot see, once you have cleared the area of caution, racer may proceed at race speed.
- Red Indicated the current race is being stopped. Slow down, proceed with caution until advised by BITD official of what to do.
- Black If a racer is “black flagged”, they have been pulled from the race for a major infraction. Proceed to the nearest BITD official for instructions.
- White Indicates you have crossed the end of a lap and have ONE LAP remaining.
- Checkered Finish – race is over, proceed slowly to the designated finish area for instructions.

**PROTESTS**

**SGP1: 1) The Director/Owner, or Operations Manager**, with or without protest, has the right to penalize, fine, disqualify, and/or suspend any vehicle or entrant for violation of any **BITD** rules.  
**2) Any entrant** within the same class, may make a protest of another entrant with a cash fee (stated below) along with a written protest and must be delivered to the **Director/Owners or Race Operations Manager** no later than 30 minutes after the official end of race or time limit

**Fees**

**Technical Protests**

**All Classes - One-Thousand-dollar (\$1,000.00) cash fee** must accompany written protests for each item protested.

**Engine Protests**

**UTV-MC-Quad - One-Thousand-Five-Hundred Dollars (\$1,500) cash fee** must accompany written protests.

**Class 1000 - Two-Thousand-Five-Hundred Dollars (\$2,500) cash fee** must accompany written protests.

**Other Car/Truck - Five Thousand-dollar (\$5,000) cash fee** must accompany written protests.

**Findings**

**Valid Protest** - If the protest (Tech or Engine) is proved valid, the protest fee will be returned to the protestor.

**Invalid Protest** - If the protest (Tech or Engine) is proven invalid, the protest fee goes to the entrant who was protested.

- 4) **Director/Owner or Race Operations Manager** will direct the **Technical Director** to check all protested items for validity.
- 5) The decision of the **Director/Owner or Race Operations Manager** will be final. Interpretation of all rules along with violations and penalties thereof are at the discretion of **BITD**. Penalties levied at the discretion of **BITD** are final.
- 6) Protests considered by the **Director/Owner or Operations Manager** to show a lack of sportsmanship may not be accepted.

**SGP2:** Any entrant who has an official protest lodged against his/her race vehicle must submit to an inspection of the protested items. Failure to submit to inspection will result in automatic disqualification and/or suspension. Those attending the inspection(s) will be as follows:

- A. The protester or their designated representative.
- B. The protested competitor or their designated representative.
- C. The protested competitor’s mechanic.
- D. **BITD** officials, **Director/Owner or Operations Manager**.
- E. **BITD** Chief Technical Inspector who shall supervise the required inspection of the protested items(s).

- F. At the discretion of **BITD**, with the approval of the protested competitor, members of the press will be permitted to observe for reporting purposes only.
- G. No other persons shall be present nor witness the proceedings until the inspection has been completed.

**SGP3:** A complaint filed for improper driving or conduct does not require a cash fee. The complaint must be filed in writing with the **Director/Owners or Race Operations Manager** no later than 30 minutes after the official time limit of event. A complaint may be verbally filed with any radio equipped **BITD** official if entrant filing the complaint is broken down on the track. The official will notify the **Director/Owners or Race Operations Manager** of the complaint. The entrant against whom the complaint is filed will be held in impound until complainant arrives at the impound area. The complainant must make every effort to arrive at the impound area within one hour after the official end of event.

## **INFRACTIONS & PENALTIES**

**SIP1:** The following legend of infraction penalties is a guideline used by **BITD** in accessing penalties. These guidelines are not meant to infer that these are the only possible infractions or penalties that may be assessed against any entrant participation in a **BITD** sponsored event

- A. Failure to appear before the Operations Manager and/or Director/Owner when requested: Letter of reprimand and infraction penalty.
- A2. Second failure to appear before the Operations Manager and/or Director/Owner when requested within one season: Infraction penalty and suspension for up to one year.
- B. Three or more letters of reprimand in a single **BITD** season: Loss of one position in last race entered.
- C. Rolling through a stop checkpoint (i.e. failure to come to a complete stop): Five minute time penalty each occurrence.
- D. Speeding through and/or unsafe racing up to or through a pit/stop checkpoint: Disqualification.
- E. Race vehicle traveling on the racecourse in the reverse direction of the race, before the official end of the event: Disqualification.
- E2. Pit support vehicles traveling on the racecourse before the official end of event: Disqualification.
- E3. Pits (stationary, roving or chase) located in any areas other than those areas officially recognized as pit areas as designated by **BITD**: Disqualification.
- F. removed
- G. **Major contact/nerfing:** Excessive contact/Nerfing with damage to vehicle  
**Penalty – One position penalty or greater, could result in Disqualification depending on damage and outcome of the contact/nerfing. Responsible driver/rider may be required to pay for damages.**
- H. **Abusive conduct toward a race official:** Disqualification, suspension or a One Thousand dollar (\$1,000) fine or any combination of the three.
- I. Short coursing: Disqualification.
- J. Stationary pits or chase crews outside of designated areas or traveling in restricted areas: Disqualification.
- K. Reckless driving in pit areas or any access roads by race vehicle or race support vehicles: Disqualification.

- L. Speeding in a restricted speed area up to 10mph over announced or posted speed limit by race vehicle or race support vehicles: One position.
- M. Speeding in a restricted speed area over 10mph over announced or posted speed limit by race vehicle or race support vehicles: Disqualification.
- N. Any combination of two or more infractions at any one **BITD** sponsored event: Disqualification.
- O. Rolling through a paved road crossing (i.e., failure to come to a complete stop): Five-minute time penalty each occurrence.
- P. Speeding through and/or unsafe racing up to or through a paved road crossing: Five- minute Time Penalty or Disqualification.
- Q. Driver/Rider of Record is responsible for all actions of his/her team, pit crew and/or anyone associated with Driver of Record / race vehicle number.

**SIP2:** The Director/Owner or Operations Manager has the final decision on all issues involving any **BITD** events. The Director/Owner or Operations Manager have full discretion to make any final determinations, judgments, suspensions or penalties in relationship to all **BITD** rules and/or regulations.

## **DRIVERS/RIDERS – CO-DRIVERS/RIDERS**

- SDC1:** **UTV-C/T only** - Each seat in any race vehicle must be occupied during the entire duration of the event as long as vehicle remains in competition. The maximum number of seats allowed in any Class is three (3). Seating must be designed in such a fashion to allow all passengers a quick exit and must meet with **BITD** approval.
- SDC2:** Only entrants that are listed on official **BITD** entry form may drive or co-drive in the vehicle for which they are registered. In the event in an emergency, any registered arm-banded racer may get in may race vehicle, but the registered racer must notify a **BITD** race official. Registration is limited to a maximum of four entrants per vehicle.
- SDC3:** **BITD** reserves the right to change race vehicle numbers and/or background colors.
- SDC4:** The driver/rider of record must sign all entry forms and releases during the registration period to be eligible for points during that event. Identification may be required. Special consideration registration may be permitted with advanced approval of **BITD**.
- SDC5:** Only the Driver/Rider of Record will receive points. The race vehicle number will be assigned to the Driver/Rider of Record for the entire year. The Driver/Rider of Record must enter all points events to become a class champion. The points stay with the Driver/Rider of Record and the vehicle number for the entire year. Driver/Rider of Record must start or finish (**refer to SEC14**) and must be registered to the race vehicle and must have signed all of the releases required by **BITD**. Driver/Rider of Record can be replaced in a race vehicle with special exception approved by **BITD** prior to event.
- SDC6:** Drivers/Riders may change places with other co-drivers/riders on their team only at officially designated pit stop areas. In an emergency, a driver/rider change may be made out on course with the approval of a **BITD** official.

## **PITS**

- SGPT1:** No vehicle will be permitted to enter pit areas or race area without a valid **BITD/AORRS** pit pass, when required. Pit pass must be securely attached to front windshield and be clearly visible. The race-vehicle number must be clearly displayed on side, front and rear windows (refer to **SCR51**).

- SGPT2:** All designated pits will be a MANDATORY STOP – NO PASSING ZONE - 25 MPH. At all times the driver of record assumes responsibility for the actions of their pit crew members, support crews, and all others associated with their team.
- SGPT3:** No person(s) under suspension by **BITD** will be permitted to participate or be permitted to enter the pits or race area.
- SGPT4:** Any pit support vehicle running on or near the racecourse will result in the entrant being disqualified. Any pit support vehicle traveling in a restricted area will result in entrant being disqualified. No pit vehicle may follow or lead a race vehicle on the racecourse. Any pit vehicle running backwards on the racecourse may cause race vehicle to be disqualified. Any pit support vehicle stopping at a paved road crossing may cause race vehicle to be disqualified. Any pit support vehicle stopping on a road that is near the racecourse and not in an official designated area may cause race vehicle to be disqualified. In the event that a vehicle breaks down on the course, **BITD** approves the previously noted options (**refer to SGD5**). Any deviation from these options may result in entrant being disqualified
- SGPT5:** Any entrant, crew member, or other pit pass holder who takes part in any demonstration in the pits, on the course or surrounding area before, during or after an event shall be subject to expulsion from the area, suspension from future **BITD** sponsored events and possible legal action.
- SGPT6:** Maximum speed limit on all main pit access roads and in all pit areas, will be 15mph for all vehicles. Maximum speed limit on all other access roads will be 35mph. **BITD** reserves the right to change speed limits to account for conditions.
- SGPT7:** The **BITD** Pit Stop Captain shall determine the pitting zone around each pit stop.
- SGPT8:** All pit supplies must be at least 50 feet from the edge of the racecourse to the racetrack side of race vehicle. No pit may be in the first 50 feet leading into and the first 100 feet leading out of a turn. Pits located within the turn area or less than 50 feet from the track will subject entrant to penalties of up to and including disqualification and or a minimum of one-hour time penalty at the discretion of the Director/Owner or Race Operations Manager. **Mandatory** at all pits, some form of approved fuel containment mat under the vehicle when fueling. A tub or bucket to catch overflow is mandatory as well.
- SGPT9.1: Fire Extinguishers - UTV-C/T** - All pits regardless, if fueling a vehicle during a stop are required to have at a **minimum 2-10lb** dry chemical or foam equivalent fire extinguishers out and ready for use. If fuel duties are being performed in that pit, including dump can use, you must have at a **minimum 1- 20lb** dry chemical or foam equivalent manned by a dedicated person during the fueling of the vehicle. Any team using an approved pressurized fuel filling system is required to have at a **minimum 2 - 20lb** dry chemical or foam extinguishers with one being manned by a dedicated team member for the duration of the stop. NOTE: For pressurized fuel system see SGPT13.
- SGPT9.2: Fire Extinguishers - Motorcycle, Quad, Youth UTV** – All pits must have the equivalent of a UL approved 10-lb. ABC fire extinguisher at all times; the extinguisher(s) must be manned during all pit stops. This capability may be accomplished using fire extinguishers of any combination (minimum 5-lb. extinguisher) that equals 10 lbs. (i.e., one 10 lb., two 5 lb.). All pit fire extinguishers must have current (less than one year old) fire marshal’s tag, seal in place, and be fully charged.
- SGPT10:** All young children and pets must be kept out of the immediate area where vehicle will pit. Pets must be kept on a leash. All campfires must be kept out of immediate pit area. Campfires must not be placed between the track and pit vehicles. Campfires may not be permitted due to federal and state regulations. No firewood with nails, (ie. pallets.)
- SGPT11:** All entrants are responsible for cleaning the pit areas they use during the event.
- SGPT12: UTV-C/T - **BITD**** mandates refueling personnel (aka “The Fueler”; the crew member responsible for inserting the fuel nozzle or dry brake during a pit stop) wear a one piece or two-piece fire suit minimally rated to the SFI Foundation’s 3.2A/5 manufacturer’s certification. The suit shall cover the crew member

from the neck to the ankles and to the wrists. The suit must be free from holes, rips, tears, and not worn thin. Additionally, Mandated, SFI Rated Balaclava, SFI 3.3 Rated Fire Retardant gloves and SFI 52.1 Fuel Apron. It is strongly recommended the “fueler” to wear a SNELL SA rated full face helmet. This applies to all fuel delivery systems including dump cans. SFI 3.3 rated fire-retardant shoes are also strongly recommended.

Additionally, for all pit crew members working in the immediate area of a vehicle being fueled, **BITD** requires for pit crew members a one piece or two-piece fire suit minimally rated to the SFI Foundation’s 3.2A/5 manufacturer’s certification. **BITD** will accept NFPA 1971, 1977, or 2112 as acceptable alternatives to SFI rated garments. The use of a pit crew style helmets and an SFI 3.3 rated balaclava, SFI 3.3 rated fire-retardant gloves, and SFI 3.3 rated fire-retardant shoes are also strongly recommended.

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### **SGPT13: Vehicles Refueling**

- 1) All vehicles including car, truck, motorcycle, UTV and ATV may only be refueled with vented fuel cans or gravity fed fuel towers.
- 2) Pressurized fuel systems may be used for Cars and Trucks only and must be approved and inspected by **BITD**.
- 3) It is Mandatory that all pits must have some form of approved fuel containment mat under the vehicle when fueling.
- 4) Must have a bucket (preferably metal bucket) to keep over flowing fuel from reaching the ground.
- 5) Overhead fuel towers and pressure systems: Must be placed a minimum of 50 feet from the race course.
- 6) All towers must have a manned spring-loaded dead man valve (ball gate or butterfly) to automatically close the line when the handle is released.
- 7) Fuel pressure systems and overhead towers must have a double redhead dry break with return back to the fuel system tank. **Any other system must be approved by BITD.**
- 8) All vehicles must have an external discriminator valve on the fuel vent.
- 9) It is highly recommended that your fuel system and your vehicle are grounded during refueling.
- 10) Some form of fuel catch can, container must be in place to prevent overflowing fuel from touching the ground.
- 11) Fuel pressure systems must have a **15lb max pressure relief valve** on the tank and must be purchased from **American tank**. (\*\*Shop Number – 619-462-4076)
- 12) All teams utilizing a pressure system or overhead tower must register with **BITD** so the system may be inspected. **BITD** reserves the right to disallow any fueling system deemed unsafe.
- 13) All dump cans must contain a full extension vent line to bottom of can.
- 14) PresurePro systems must have manufactures latest or most recent upgrades to be used at BITD events. **\*\*2020 UPDATE KIT IS MANDATORY, [www.bitd.com](http://www.bitd.com) for update video.**
- 15) **One FUELING SYSTEM** allowed per pitted race vehicle.

**\*\*\*Any team not compliant with any of these rules can be subject to penalty up to and including disqualification.**

### **TECH-INSPECTION & IMPOUND**

**SGT1:** It is the entrants’, drivers’, owners’, and sponsors’ full responsibility to meet all **BITD/AORRS** rules and regulations.

**SGT2:** **BITD** reserves the right to limit the number of personnel into any area or garage in which inspections are being made or within which vehicles are impounded.

**SGT3:** **BITD** reserves the right to seal or impound any and all race vehicles.

**SGT4:** **BITD** assumes no responsibility for impounded vehicles. **BITD** intends to make reasonable efforts to ensure the vehicles’ security.

**SGT5:** The Director/Owner, Operations Manager, and or Chief Technical Inspector may impound any vehicle or vehicle parts.

- SGT6:** No vehicle is to be touched or may be removed from an inspection area or impound area without permission from the Director/Owner and Chief Technical Inspector or TURNKEY. Failure to comply shall subject that entry to disqualification. Any vehicle not taken directly to the inspection or impound area when requested by the Operations Manager or Chief Technical Inspector shall subject that entry to disqualification.
- SGT7:** The Chief Technical Inspector may seize any illegal parts or devices found on any vehicle. Any item seized by the Chief Technical Inspector will not be returned, nor will there be any compensation made by **BITD**, its officials, or Director/Owners or Race Operations Manager to any entrant who has illegal items seized.
- SGT8:** All teams must attend the pre-race registration check-in and technical inspection during the hours listed on the race information schedule of events page.  
If your team is unable to make per-race registration check-in and technical inspection during the hours listed on the race information schedule of events page, late registration and tech inspection will be available. You must follow these steps:  
Contact the BITD race team registration director and let that person know you will need to attend late registration  
Verify times and location of late pre-race registration and technical inspection  
Pay a \$100 in cash fee for late pre-race registration and technical inspection
- SGT9:** **BITD** reserves the right to apply frame identification markers to any and all vehicles that participate in the “**BITD**”. The frame identification markers are to remain intact and unaltered by vehicle owners, drivers or support personnel. The frame identification markers are to remain on the vehicle for the life of the vehicle. If the frame identification marker is damaged or must be removed to facilitate repairs to vehicle then the driver of record for the vehicle must notify **BITD** prior to next event in order to have a new frame identification marker applied. The driver of record must notate the frame identification number being removed and notify **BITD** of the number.

## **PRE-RACE TECH INSPECTION**

- SGT10:** Each vehicle must pass a safety inspection before it will be permitted to race in any **BITD** event. A designated identification marker will be placed on the vehicle after successfully passing the safety inspection. The identification marker must remain on the vehicle until after the finish of the race. A **BITD** decal must be placed on each side of the vehicle in a prominent location. **BITD** supplies a stuck stub. The stuck stub must be placed in the vehicle along with a writing instrument. The stuck stub must remain in the vehicle. If a break down or out-of-race condition occurs, the stuck stub must be completed and given to the proper race official.
- SGT10.1** Each race vehicle is mandated by **BITD** Tech Team to place any special event decals on each side of the race vehicle (i.e., **BITD** decal or **BITD** sponsor decal, or event sponsor.) Failure to comply could result in a time penalty
- SGT11.1:** **UTV-C/T** - All personal protective gear will be checked at pre-race tech. This includes but is not limited to fire suits, helmets and neck braces. First-aid kits, fire extinguishers, seat belts, and nets will also be checked. This does not imply that these items will be the only items checked. The Chief Technical Inspector or assistant Chief Technical Inspector may seize any personal protective gear that does not comply with the rules or is deemed unsafe. Any item seized by the Chief Technical Inspector or assistant Chief Technical Inspector will not be returned, nor will there be any compensation made by **BITD**, its officials or Director/Owners or Race Operations Manager to any entrant who has illegal or deemed unsafe items seized.
- SGT11.2:** **MOTORCYCLE, QUAD, YOUTH UTV** - All personal protective gear will be checked at pre-race tech. This includes but is not limited to, helmets and boots. This does not imply that these items will be the only items checked.



**SGT12:** Pre-race impound will be at the discretion of **BITD**. After safety inspection, vehicles will be directed to an impound area where they will remain until assigned removal time. No one will be permitted into impound area after vehicle is placed in impound. Entrants must receive written special permission from **BITD** to enter impound after vehicle is placed in impound.

### **Post-Race-Tech**

**SGT13:** **BITD** reserves the right to subject any vehicle to a mechanical inspection at the discretion of the Operations Manager and/or Chief Technical Inspector. In the event of a mechanical inspection, the driver of record will be responsible for removing or preparing the requested items to be inspected as directed. Failure to comply will result in disqualification of entrant and vehicle, and may result in suspension from future **BITD** sponsored events.

**SGT14:** The **Director/Owners or Race Operations Manager** may require the owner or entrant of a vehicle damaged in a race-related incident to submit to post-incident inspection. If the owner or entrant refuses, the vehicle and entrant may be disqualified and suspended from future **BITD** events.

**SGT15:** Post-race impound of all finishing vehicles is at the discretion of **BITD**. Impound time limit is one hour after the official finish of the race. **BITD** will release vehicles earlier at its discretion. Vehicles involved in any type of protest, complaint, or engine claim will be held until after resolution of protest, complaint, or engine claim.

**SGT16:** Any refusal by an entrant to comply with engine claim rules as stated in the class rules will result in the entrant's disqualification and suspension from all **BITD** sponsored events for a period of one year. Entrant will also forfeit any prize money, contingencies and any other award due for finishing the race.

## **COMPETITION REGULATIONS**

The regulations herein apply to all classes unless otherwise noted in supplementary or specific class regulations. Modifications or optional equipment is not permitted unless the class requirements or safety regulations specifically state that it will be permitted. **BITD's** intent when prescribing specifications for safety equipment for vehicles that will compete under **BITD/AORRS** rules is to provide reasonable protection to all entrants, pit crews, officials and spectators. **BITD** encourages all entrants to give full attention to safety requirements. Entrants must wear an approved helmet, protective clothing, eye protection and safety equipment when operating a vehicle on the race course at any time, including warm ups and testing. All body components and nets must be properly secured during such operations.

### **SAFETY EQUIPMENT**

#### **SCR1.1: UTV, C/T, YOUTH UTV - HELMETS**

Helmets must be of approved by one of the following with the appropriate approval decal attached; Snell SA2015 or SAH2015 / SA2020. Straps must have D-ring fasteners only. No snaps or velcro will be permitted. The interior and exterior areas of the helmet must be free of defects (i.e., the padding must be in good condition and the exterior of the helmet must not be damaged). Open face helmets are permitted. Beginning with the **2021 BITD/AORRS Season**, the SA2010 rated helmets will no longer be permitted.

#### **SCR1.2: MOTORCYCLE, QUAD - HELMETS**

Helmets must be of approved by one of the following; **Snell M2015/ M2020, DOT FMVSS218, ECD ECE22-05, BSI 6658 Type A, BSI sticker attached, and be of full-face design** (no open face helmets). Straps must have D-ring fasteners only. No snaps or Velcro will be permitted. The interior and exterior areas of the helmet must be free of defects (i.e., the padding must be in good condition and the exterior of the helmet must not be damaged). **BITD** strongly recommends that entrants use helmets specifically designed for racing.

Beginning with 2021 BITD Racing Season, the SA2010 Rated Helmets will no longer be permitted.

**SCR2.1: UTV, C/T, YOUTH UTV - Protective clothing**

**Suits:**

One-piece fire suits are mandatory. Two-piece suits are not permitted. The suits must cover from the neck to the ankles and to the wrists. The suits must not have any holes, rips, and tears or be worn thin. The suits must also be free from any petroleum-based contaminants. All suits must be manufactured from fire resistant material and shall bear a minimum of an SFI 3.2A/5 or higher manufacturer’s certification label.

Fire retardant gloves and footwear rated to the SFI 3.3 standard are very highly recommended. **BITD** also highly recommends that each fire suit be labeled on the upper right chest with the entrant’s full name, blood type, allergies or other important medical information.

**Balaclava:**

BITD strongly recommends the use of either a fire-retardant balaclava rated to the SFI 3.3 specification or a helmet skirt rated to the SFI 3.3/5 specification.

**Undergarments:**

The use of petroleum based and other synthetic blends of undergarments such as the athletic or compression style close-fit garments (commonly used for the cooling, moisture wicking, and quick drying features) **are not permitted.** Synthetic fibers such as nylon, elastane, and polyester melt when ignited and for this reason they will not be permitted. BITD strongly recommends the use of a fire-retardant long sleeve tops, and long bottom undergarments as well as fire retardant socks rated to the SFI 3.3 specification.

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**SCR2.2: MOTORCYCLE, QUAD - Protective clothing**

**Boots:**

Motorcycle/Quad boots are mandatory for every participant and must be designed for off-road use, and in good condition

**SCR3: EYE PROTECTION**

Shatter resistant eye protection is required for all entrants competing in a **BITD** event. Entrants whose vehicles have full windshields must have eye protection in the vehicle with them at all times. It is highly recommended that entrants wear the eye protection even with the windshield. It is highly recommended that entrants with removable dentures remove them prior to competing.

**SCR4: UTV, C/T, YOUTH UTV - NECK RESTRAINT**

**BITD** will require that any and all persons driving or riding in any class race vehicle wear a frontal head restraint (FHR) bearing the SFI Foundation’s 38.1 manufacturer’s certification label. All head restraints must be replaced or recertified 5 years from month and date of manufacture.

**SCR5: UTV, C/T, YOUTH UTV - FIRST AID KIT**

A weatherproof first aid kit must be carried in each vehicle at all times and must contain at least the following items:

2	4" Bandage Compress	2	2" Bandage Compress
1	Triangular Bandage	8	2" x 3" Adhesive Bandages
4	1" x 3.375" Adhesive Bandages	4	Antiseptic (Methylate, etc.)
2	Pairs of Latex Gloves		
The following items are recommended in addition to the required items:			
1	Eye Dressing Packet	1	Ace Bandage
1	Wire Splint (Compact)	1	CPR Face Mask

The first aid kit must be easily accessible within the occupant’s area without having to remove any body panels or equipment.

**SCR6.1: UTV, C/T, YOUTH UTV - BREAKDOWN SAFETY DEVICES**

Two battery-operated red flashing beacons, two large glow sticks or two red reflective devices must be carried in the vehicle. Reflective devices must be at least 12 inches high and 12 inches long and be free standing (similar to trucker's breakdown triangles). **BITD** is concerned about race areas; thus, flares will not be permitted as a breakdown device. Official **BITD** stuck stubs are supplied to each entrant at registration. The stuck stub must be kept with the vehicle along with a writing instrument. If a break down 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.

**SCR6.2: MOTORCYCLE, QUAD - BREAKDOWN SAFETY DEVICES**

Official **BITD** "stuck-stub" information cards are supplied to each entrant at registration. These stuck-stubs must be kept with the vehicle along with a writing instrument. If a break down or out-of-race condition occurs, the stuck stub must be completed and given to the proper race official or passed on to another entrant to give to a race official.

**SCR7: HORNS**

All vehicles must have a loud sounding horn. Horn must be very audible from a distance of 100 feet in front of the vehicle. Sirens are permitted, in addition to a horn, during the actual racing portion of the event.

**SCR8.1: UTV, C/T, YOUTH UTV - REFLECTOR**

All vehicles must have two 2-inch-wide x 8-inch-long red reflective tapes or two 2-inch round red reflectors (DOT stock taillight lenses satisfy this requirement) attached to the rearmost portion of vehicle at each corner. The reflective tape or reflectors must be clearly visible from the rear.

**SCR8.2: MOTORCYCLE, QUAD - REFLECTOR**

At certain long-distance events **BITD** will require that all vehicles must have a 2-inch wide x 4-inch long red reflective tape or 2-inch round red reflectors (DOT stock taillight lenses satisfy this requirement) attached to the rearmost portion of vehicle. The reflective tape or reflectors must be clearly visible from the rear. Entrants will also be asked to wear a Red Safety Light, must be purchased from a designated manufacturer to ensure the same consistency in light.

**SCR9: UTV, C/T, YOUTH UTV ONLY - FIRE EXTINGUISHER**

Each vehicle must carry a portable UL approved minimum **2.5-lb.** ABC-class dry chemical type or equivalent Halon, AFFF Foam, Novec 1230, FE-36 fire extinguisher. Fire extinguisher must have a gauge, be fully charged, and be easily accessible from inside of the vehicle. An additional minimum **5-lb.** ABC-class, dry chemical fire extinguisher or foam equivalent must be mounted on the exterior of the vehicle. The mounting must be in such a manner as to prevent damage to fire extinguisher during rollover and must be marked in such a manner as to allowing persons not familiar with vehicle to easily find fire extinguisher. On-board fire extinguishers are highly recommended. Portable and on-board fire extinguishers must have a current (less than one year old) fire marshal's seal and attached label. Class 2000 only will be allowed a minimum of 2.5lb ABC-class, dry chemical fire extinguisher or foam equivalent mounted on the exterior of the vehicle.

**SCR10: SURVIVAL SUPPLIES**

All vehicles must carry at least one day of survival supplies and one quart of water per occupant or rider. It is highly recommended that additional water be carried for each occupant during the hotter months. **BITD** is concerned about the safety of racers exposed to the elements for prolonged periods should they break down or crash. Please take proper precautions while racing.

**SUSPENSION COMPONENTS****SCR11: UTV, C/T, YOUTH UTV ONLY - SHOCK ABSORBERS & BUMP STOPS**

There must be at least one shock absorber per wheel in working condition at the start of the race. Suspension bump stops must be of the solid type unless class rules allow movable bump stops or secondary

suspension.

**SCR12: UTV, C/T, YOUTH UTV ONLY - SECONDARY SUSPENSION**

Secondary suspension includes leaf springs, torsion bars, coil-over shocks, air bags, hava balls or any other item, other than shock absorbers and the stock concept suspension system that came with the vehicle that changes the wheel rate at any point in its travel.

Air shocks will be considered secondary suspension when charged to 200 psi in their fully extended state and the static pressure exceeds 300 psi when fully compressed.

Movable bump stops will be considered secondary suspension when they contact the suspension unit more than 4 inches before the end of the wheels upwards travel.

**SCR13: UTV, C/T, YOUTH UTV ONLY - WHEELS & TIRES**

Snap-on hubcaps or Snap-on wheel covers of any type are **not permitted** in any class of vehicle during competition. Tires will be visually checked for condition and must be considered reasonably safe by **BITD** prior to competing. Maximum tire size is 40 inches outside diameter. No multiple tires permitted. It is highly recommended that all foreign material be removed from mounting surfaces of the rim and wheel.

Wheel travel will be measured at the end of the centerline of the spindle on all vehicles, regardless of make of vehicle or hub design. In the event that the end of the spindle cannot be established, the entrant may be required to remove end caps, etc., to make the end of the spindle available.

The measurement shall be taken from full droop (full extension of the limit strap) to where the moving parts contact a constant rigid member stopping the upward movement. Bump stops must be fully compressed at time of measurement.

Vehicles with solid axle front ends will be measured from suspension member to metal stop; this is where the axle contacts a constant rigid metal part of the main chassis in a straight up and down motion. "Duck walking" will not be considered wheel travel.

Solid rear axles will be measured in the same manner as a solid front axle noted in the above paragraph.

Each wheel on the vehicle including all spares must have the vehicle's number **STAMPED** in each wheel within 2 inches of the valve stem. The **STAMPED** number must be a minimum 1/4 inch tall and must be on the **OUTSIDE OF THE WHEEL**.

**SCR14: UTV, C/T, YOUTH UTV ONLY - FASTENERS**

It is recommended that all component parts on the vehicle's suspension system, chassis and running gear be secured with s.a.e. Grade 8 or better nuts and bolts. Bolts must be secured with either lock nuts, lock washers, cotter pins or safety wire and have at least one full thread showing through the nut.

**STEERING & BRAKE COMPONENTS**

**SCR15: UTV, C/T, YOUTH UTV ONLY - STEERING -**

All steering components must be in good condition and in proper working order. Drag link and tie rod ends must be secured with a cotter pin in each one. **BITD** must consider steering reasonably safe before vehicle is permitted to compete.

**SCR16: ALL VEHICLES, ALL CLASSES - BRAKES**

Brakes must be in a safe working condition and be able to apply adequate force to lock up all four tires. Brakes must be in a safe operating condition during the entire event. If brake system problems do occur during the event they must be repaired before continuing in competition. Turning or steering brakes are not permitted unless specified in class rules.

**ELECTRICAL SYSTEM****SCR17: IGNITION**

Each vehicle must have a positive action on/off switch in good working order. The switch must be labeled “ignition” on/off and be located within easy reach of the driver and from the outside of vehicle. All electric fuel pumps with independent switches must be labeled “fuel” on/off and be within easy reach of driver and from outside of vehicle. It is highly recommended that electric fuel pumps not be independently switched.

**SCR18: BATTERIES**

Batteries must be securely mounted with metal-to-metal tie downs. All flooded cell batteries must be fully enclosed including the sides and bottom. Enclosure must be able to contain the quantity of acid contained in the battery if inverted. Batteries shall not be located in the driver’s compartment. Batteries will be considered as being in the driver’s compartment if there is no firewall between the battery and the driver.

**SCR19: UTV, C/T, YOUTH UTV ONLY - LIGHTS**

All vehicles must have a minimum of two taillights, two brake lights and one rearward facing amber light. All lights must be in operating condition at time of inspection. Headlights may be removed for daytime races unless class rules specify stock headlights are to be retained. All rearward-facing lights (taillights, brake lights, blue lights if so required and amber light) must be in operating condition before the vehicle will be permitted to start the race. If during the race any taillight, brake light, blue light if so required or amber light is damaged or burned out, the light must be fixed or replaced at the next available pit before proceeding in the race. Failure to do so may result in a penalty. Any taillight, blue light if so required or amber light that is connected to a switch that will allow the vehicle to move in any direction under its own power without the lights being on will cause that vehicle to be disqualified. All rearward-facing lights must be protected against damage in the event of a rollover.

Taillights must be at least 3 inches in diameter, or meet with **BITD** approval, and must be mounted in such a manner as to be clearly visible from a distance to the rear of the vehicle. **The L.E.D. amber light must be either a 3-inch round or model 60 oval shaped light.** Rearward blue light if so required must be at least 55watts or greater. The blue lens must be medium coated blue in color (no other color is permitted). The amber light and blue light if so required must be mounted a minimum of 48 inches from the ground and must be clearly visible, with no obstructions (IE: not mounted behind any solid object), from any angle from the rear of the vehicle. The amber light and blue light if so required must be placed so that an approaching driver’s vision is not impaired. The amber light, blue light if so required and taillights must be connected to the ignition switch (connecting straight to the battery switch, if vehicle is so equipped, is acceptable) and remain on during the entire race.

**The blue lens must be medium coated blue in color (no other color is permitted). The amber light and blue light if so required must be mounted a minimum of 48 inches from the ground and must be clearly visible, with no obstructions (IE: not mounted behind any solid object), from any angle from the rear of the vehicle. The amber light and blue light if so required must be placed so that an approaching driver’s vision is not impaired. The amber light and blue light if so required must be connected to the ignition switch (connecting straight to the battery switch, if vehicle is so equipped, is acceptable) and remain on during the entire race.**

**SCR20: UTV, C/T, YOUTH UTV ONLY - STARTER**

All cars and trucks must be self-starting by use of an onboard electric starter.

**FUEL SYSTEM****SCR21: FUEL**

Any of the following commercially available fuels may be used:

- A. Service station pump gasoline (the type normally used in passenger vehicles for highway use, this also includes E85.)
- B. Racing gasoline as manufactured

- C. Commercial aviation gas
- D. Diesel fuel
- E. Propane or natural gas.

\*\*No alcohol, NOS, or nitro-methane is permitted. Commercially produced nationally advertised fuel additives may be used.

**SCR22.1: UTV, C/T, YOUTH UTV ONLY - FUEL TANKS**

Safety fuel cells are required for all vehicles. Auxiliary fuel tanks may be added in all classes except those classes whose class rules do not allow auxiliary fuel tanks. Auxiliary fuel tanks must be safety fuel cells. Alternative fuels (propane or natural gas) must use an approved fuel cell as determined by DOT standards and with the approval of **BITD**. Alternative fueled vehicles may not use auxiliary fuel cells. All fuel tanks must be securely mounted. Fuel tank must be filled from and vented to the outside of the vehicle. There must be a substantial cross member and firewall between the fuel tank and the occupants.

No GI-cans or fuel containers similar in construction or purpose will be permitted in or on any vehicle during the race. Use of GI-cans or other fuel containers will subject entrant to a time penalty or disqualification.

**Carbon Fiber Fuel cells cans made by manufacture “Walker Industries” ONLY, are approved.**

Safety fuel cells shall consist of a bladder enclosed in a smooth skinned container. The container shall be constructed of 20ga. steel, 0.060-inch aluminum or 0.125-inch marlex. Magnesium is strictly prohibited. Container must be securely attached to vehicles with bolts or steel straps. All fittings must be built into the skin and bonded to the skin as an integral part of the tank or mechanically sealed by a ring and counter ring system by either flat joint or an “O” ring. Internal baffling is mandatory in all fuel cells. Bladder construction shall be of nylon or Dacron woven fabric impregnated and coated with a fuel resistant elastomer. Rotary molded polymer cells are acceptable. The physical properties minimum standards are in accordance with Table 1.

Table 1

Test Type	Minimum Standard	Test Specification
Tensile Strength	450 lbs.	Spec CCC-T-1916 Method 5102
Tear Strength	50 lbs.	Spec CC-T-1916 Method 5134
Puncture Test	175 lbs.	Spec MIL-T-6396 Article 4.5.17

These physical properties must be maintained throughout all areas of the finished bladder including seams, joints and fittings.

**SCR22.2: MOTORCYCLE, QUAD - FUEL TANKS**

All fuel tanks must be securely mounted and properly vented and have no leaks.

**SCR23: UTV, C/T, YOUTH UTV ONLY - FUEL FILLER, VENTS & CAPS**

Fuel filler lines and positive-locking non-vented fuel filler caps (Monza/flip-type caps are strictly forbidden) must be located and secured in such a manner as to prevent being knocked off or open during movement, rollover or accidental impact. Design and installation must be in such a manner to prevent fuel escaping from pickups, lines, fillers and breather vents if vehicle is partially or totally inverted. Fuel breather lines must have a rollover check valve incorporated in the fuel cell along with a secondary external discriminator valve which should be mounted visible and at no more than a 15-degree angle. The vent line must extend to the highest point of the rollcage nearest the fuel cell, across the width of the vehicle, and down to below the belly pan of the vehicle or 3 inches below the fuel cell, whichever is lower. **OPTIONAL PLACEMENT:** The vent line may be wrapped one full loop around the outside of the fuel cell near the top of the fuel cell and then down below the vehicle 3 inches below the lowest point of the fuel cell. Where the vent line attaches to the fuel cell there must be a loop above the fuel cell that extends 4 inches higher than the top of the fuel cell. The breather line must be vented outside of driver’s compartment and be directed away from the engine and exhaust system.

All fuel fillers attached to the frame or body panel must use a flexible coupling to the tank. All fuel fillers must be surrounded by a boot or splashguard (body panel is acceptable as a splashguard if sealed). Boot or splashguard must direct fuel spillage to outside of vehicle and away from driver's compartment, engine and exhaust. A fuel filler rollover-check-valve must be incorporated into all fuel cells. It is highly recommended that all detachable fuel filler caps have a flexible strap or chain attached between it and the frame of the vehicle.

**SCR23.5: \*\*All competitors should review Race Fuel Safety:**

Fuel Injected Motors: Because of the resent flash fires after rollovers. Review the fuel rail retaining system on your motors. We suggest that you also interlock your fuel pumps to disable them with the loss of oil pressure, check with your engine builder. This is for your safety.

Fuel Cell Vent Lines: These lines must be routed so that the line runs to all external fuel cell locations; i.e., top – left side – front – right side – back – bottom. This will limit fuel spills when the race vehicle is "Parked" in a position that tips the fuel cell. This is in addition to the rollover flapper/check valves. **We recommend all four wheel vehicles use an inline external discriminator valve**

**\*\* All Pits must be in compliance with "SGPT9" at all times Random checks will be made and time penalties may be assessed if extinguishers are not ready.**

**ENGINE TRANSMISSIONS & DRIVELINES****SCR24.1: UTV, C/T, YOUTH QUAD - ENGINE LOCATION & DISPLACEMENT**

Where applicable engine displacement and location must adhere to class rules. Engine displacement and location may be checked by **BITD**. **BITD** reserves the right to mark engine blocks prior to an event.

**SCR24.2: MOTORCYCLE, QUAD - ENGINE LOCATION & DISPLACEMENT**

Where applicable engine displacement and location must adhere to class rules. Engine displacement and location may be checked by **BITD**.

**SCR25: UTV, C/T - ENGINE REPLACEMENT**

Entrant may replace a complete engine during an event; however, the entrant must notify a **BITD** official that the engine is being replaced. The engine may only be replaced at an official designated pit.

**SCR26: UTV, C/T, YOUTH QUAD ONLY - TRANSMISSION**

Every vehicle must have a functional reverse gear. Four-wheel drive vehicles must be capable of being driven through all wheels. Class 1400, 1500, 6100, 6200, 7200, and 8000 with automatic transmissions are required to have a scatter shield.

**SCR27: UTV, C/T, YOUTH QUAD ONLY - THROTTLES**

Every vehicle with a foot throttle must have two return springs, with a minimum of a 2-lb. pull, attached to the carburetor. Fuel injected vehicles are exempt from having two return springs. **Computer controlled throttles are exempt from having two return springs but must maintain the stock system.** A stop or override system must be used to keep linkage from passing over center and sticking in an open position.

A hand throttle may be used if physical limitations necessitate use of such device. The hand throttle must follow the same guidelines as a foot throttle and must be deemed safe and approved by **BITD**.

**SCR28: ALL VEHICLES IN ALL CLASSES - EXHAUST**

Forestry approved spark arrestors or approved mufflers are required on all vehicles. Exhaust system design and installation must be done in such a manner as to extend a minimum of 1 foot past the rear of the driver's compartment, be directed rearward out of the body and away from the driver and co-driver, fuel cells and tires. The exhaust must be placed in such a manner as to minimize the production of dust. Exhaust Pipes must extend at least to the rear of the driver's compartment.

**SCR29: UTV, C/T, YOUTH QUAD ONLY- Driveshafts**

All front engine vehicles with open driveshafts must have a 0.25-inch x 2-inch steel strap or a 2-inch wide heavy nylon webbed retainer hoop. Hoop or strap must be securely mounted to a body or frame member and must be located within the first 6 inches of the main driveline behind the slip yolk or universal joint. Hoop or strap must be fabricated and located in such a manner that it will reasonably prevent the front of the driveshaft from digging into the ground when the rear suspension is fully compressed to the upper limit of wheel travel. The loop must be as short as possible to prevent severe “whipping” of the driveshaft. A plate that extends down from the frame or body to shorten the strap is advisable.

**SCR30: UTV, C/T, YOUTH QUAD ONLY- FLYWHEEL SHIELDS**

All front-engine vehicles with manual transmissions must have an SEMA-approved bell housing or cover. It is highly recommended that front engine vehicles with automatic transmissions have SEMA-approved covers.

**SCR31: UTV, C/T, YOUTH QUAD ONLY- FLUID COOLERS**

Oil coolers, transmission coolers and radiators located ahead of the driver and co-driver or in the passenger compartment must have a shroud that will prevent liquids from blowing back or leaking onto the driver and/or co-driver in the event of a rupture or leakage. All hoses running through the passenger compartment must be shielded. Steel braided hoses do not constitute a shield.

**SCR32: UTV, C/T, YOUTH QUAD ONLY- AUXILIARY EQUIPMENT**

All vehicles must start race with a functional generator or alternator, fan, water pump (water-cooled vehicles) and a complete functional electrical system.

**SCR33: C/T ONLY- TURBOCHARGERS & SUPERCHARGERS**

Turbochargers and Superchargers only permitted on **vehicles in classes listed below.**

**Special Note:**

- 1) Ford Production 2.0L, 2.3L & 3.5L EcoBoost turbocharged gasoline engines allowed in Class 3000, 6100, 6200, 7200, 8000 and 8100 Spt only.
- 2) Factory installed or aftermarket turbochargers & superchargers are permitted in the following classes: Trick Truck and 1500. **BITD** at any time may modify rules and or impose restrictions on turbocharged diesel-powered vehicles in the interest of competition.
- 3) Every turbocharged & supercharged diesel-powered vehicle must have **BITD** prior approval before competing in a **BITD** event for the first time.

**VEHICLE SAFETY EQUIPMENT**

**SCR34: UTV, C/T, YOUTH UTV ONLY- ROLL CAGE**

**BITD** believes that it is each competitor’s responsibility to present a safe vehicle for pre-race tech inspection. You must maintain your safety equipment including the roll cage integrity. As in the past, **BITD** reserves the right to not allow any safety cage design that, in the view of the tech inspector, is not fit for competition. You, as the competitor, are ultimately responsible for your own vehicle’s safety features with respect to the design, quality of execution, maintenance, and repair of the roll cage structure.

Recommended Minimum design and tubing size for the roll cage structure is in accordance with Table 2.

Table 2. Minimum Tubing Dimension

Vehicle Weight		
Under 2000 lbs.	1.5" x 0.95"	
2001 to 2500 lbs.	1.5" x .120"	
2501 to 3000 lbs.	1.75" x .095"	



3001 to 4000 lbs	1.75" x .120"	
4001 pounds and over	2.0" x .120"	

**Note:** See manufacturer’s reference charts for alloy steel tubing equivalent strengths. No aluminum or other non-ferrous materials are permitted.

**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 chrome moly. **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.

**Oxy-acetylene brazing on roll cage is strictly forbidden.**

**ROLLCAGE DESIGN**

All rollcages must be designed and constructed with one front vertical hoop, one rear vertical hoop, two interconnecting top bars, two rear down braces, one diagonal brace and all necessary gussets. The two top interconnecting bars must be placed as far to the outside of the top part of the front and rear hoops as possible. Rear down braces and diagonal brace must angle a minimum of 30 degrees from vertical. At the bottom of the diagonal brace there must be a cross member of the same tubing material and dimensions as the hoop. All rollcage components (hoops, braces, gussets, etc.) must have a minimum of 3-inch clearance from the component to the vehicle occupant’s helmets when occupants are seated in their normal riding positions. All portions of the roll bar or bracing that might come into contact with the vehicle occupant’s helmets must be padded. All portions of the roll bar or bracing that might come into contact with the vehicle occupant’s helmets must be padded.

Rollcages must be securely mounted to the frame or body. All intersecting points must be gusseted and braced. Cab or body mounted rollcages must be bolted through the body structure and be attached by use of a minimum two 0.1875-inch thick doubler plates (one on each side of body structure). Bolts and nuts must be at least 0.375-inch-diameter s.a.e. Grade 8 or equivalent aircraft quality. Welding of cab or body mounted rollcages to body structure is strictly prohibited. Rollcage terminal ends must be attached to a frame or body member that will support maximum impact and not shear or allow more than 1.5 inches of movement in the cage terminal end.

All vehicles including those with stock steel doors must have at least one side bar on each side of vehicle that will protect occupants from side impact. The side bars must be of the same tubing material and dimensions as the rest of the rollcage. The side bars must be as close to parallel to the ground as possible, be located to provide maximum protection to the occupants, and be securely welded to the front and rear hoops. The location of the sidebars must not cause difficulty in entering or exiting the vehicle. Gussets constructed of 0.125-inch x 3-inch x 3-inch flat-plate or split, formed and welded corner-tubing, or tubing-gussets made of the same material and thickness as the rollcage may be used. Gussets must be installed at all major intersections, including diagonal and rear down braces, where single weld fractures can affect occupants’ safety.

In the stock classes (8100) on vehicles with rear leaf spring suspension you may add a plate to the front leaf spring outboard mounted hanger if a main roll cage mount is terminated at that point. The plate may only be place in the “V” of the hanger and be welded in place to the hanger only. The plate itself may not attach directly to the frame of the vehicle except for the roll cage attachment bolt that passes through the plate, the roll cage terminal end and the frame. The plate may only be large enough to allow for a good brace for the roll cage mount. Plate design and installation must meet with **BITD** approval. The rear leaf spring hanger of the rear leaf spring may have a kicker bar attached to the flat horizontal portion of the hanger and extend to the main rollcage down brace. The main rollcage cannot directly mount to the rear hanger. The design of kicker bar must be such that you can unbolt it from the hanger. Kicker design must meet with **BITD** approval.

In the stock classes (8100) you may attach a main roll cage mount to the top of the front spring bucket. Design and installation must meet with **BITD** approval.

**SCR35: UTV, C/T, YOUTH QUAD ONLY- SAFETY HARNESS**

All vehicles must have a minimum of five-point harnesses (six and seven point recommended) consisting of a lap belt, anti-sub strap belt, and two shoulder harnesses with metal to metal “latch and link” or “camlock” buckling system connectors at each point for every occupant in the race vehicle. No push button type releases will be permitted. The harness system shall bear the SFI Foundation’s 16.1 or 16.5 manufacturer’s certification label on each webbing component. Harnesses utilizing a camlock buckling mechanism shall be regularly serviced and remain in proper working order. Camlock style harness determined to be improperly maintained or not in proper working order by **BITD** will not be allowed for use in competition.

Two-inch all over safety harnesses (complete 2-inch all over webbing) will be permitted by **BITD** only if bearing the SFI 16.5 manufacturer’s certification label on all webbing components. Ratchet style lap belt adjuster mechanisms are permitted if complying with and bearing the SFI Foundation’s 16.1 or 16.5 certification label.

Harness systems must be in new or perfect condition with no cuts, frayed layers, webbing elongation, chemical stains, or excessive dirt, and must be in flexible condition (i.e., material must not be rigid).

The harness system should consist of a lap belt, 2 shoulder harness belts, and an anti-submarine strap.

6- and 7-point harness systems will have a double or triple anti-submarine strap respectively. No “Y” shoulder belts are permitted

Harnesses shall be manufactured in compliance with the SFI Foundation’s 16.1 or 16.5 specifications and must show the manufacturer’s name and the month and the year of manufacture or SFI expiration date on the certification label. All harnesses must be installed per the manufacturer’s instructions and must follow SFI standards. Mixing and matching varying manufacturer’s belt components on a single system is not permitted – each occupant’s safety harness shall consist of belt components from a single manufacturer. All belts must be replaced three years from the month and year of manufacture or by the expiration date on label. No portion of the safety harness system may be altered in any fashion from the manufacturer’s original design. No surplus safety harnesses are permitted. NOTE: Where “D” rings are used, the excess belt material must thread back through the D ring a third time (per illustration on page 85)

Mounting hardware must be a minimum of 0.375-inch Grade 8 bolts with a 1.5-inch diameter flat washer attached through the body or frame using lock nuts or cotter keys. All harness hardware must be safety tied or cotted key when applicable. If a wraparound type harnesses is used on a tube, care must be taken to prevent them from slipping and chafing from sharp frame components

**\*\*See SFI Seatbelt Mounting Diagram – Appendix #1 (Page 89)**

### **SCR36: UTV, C/T, YOUTH OUAD ONLY- SAFETY NETS**

**BITD** approved safety nets are mandatory on all vehicles and must cover the complete open area of the cockpit on both sides of the vehicle, including open wing glass area with glass or no glass. SFI 27.1 driver/navigator ingress/egress window net are mandatory. Nets must be installed on the inside of the roll cage to prevent them from being damaged or coming off in the event of a roll over or slide on the side. Nets attached to doorframes are permitted as long as door has a positive secondary latching device. Nets must be installed so that the occupants can release the netting unassisted and exit the vehicle regardless of the position of the vehicle. Net installation must meet with the approval of the Chief Technical Inspector. Lexan in the side windows can be substituted for nets as long as positive secondary latching devices are used. Lexan side windows must be mounted in such a fashion as to allow quick removal in event door will not open.

The net border or edge and the net attachment must be made of materials that are as strong or stronger than the net itself. Net attachments must be every 6 inches. Acceptable attachments are not limited to the following, but will need to meet SFI 27.1 specifications for 2017; Adel clamps, one-way snaps, metal hooks, and steel rods. All nets must have no more than a one (1) inch gap on all borders to contain hands and fingers inside the vehicle in the event of a rollover or slide on the side. No zip ties may be used for the Ingress/Egress net. No Velcro may be used. No spring-loaded latches will be allowed after 2019.

**BITD** requires that occupants of all vehicles must be protected during a roll over in such a manner that prevents them from extending from the body or frame of vehicle.

**SCR37.1: UTV, C/T, YOUTH QUAD ONLY- Seating**

A recognized manufacturer that specializes in seats for racing applications must make all seats. No stock production seats are allowed. All seats must be securely mounted to frame of vehicle and be properly reinforced in such a manner as to keep seat from moving in relationship to the frame. Adjustable track type seats must be securely mounted as to allow no lateral or vertical movement. Stock VW-type seat runners must be clamped to the floor with a minimum of two 0.375-inch diameter U-bolts per rail and have 1-inch minimum diameter flat washers on the underside. 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 portions of the roll bar or bracing that might come into contact with the vehicle occupant's helmets must be padded.

**SCR37.2: MOTORCYCLE, QUAD- Seating**

All seats must be securely mounted to frame of vehicle.

**GENERAL VEHICLE COMPONENTS**

**SCR38: UTV, C/T, YOUTH QUAD ONLY - DRIVER'S COMPARTMENT**

The vehicle occupants must be able to enter and exit, unassisted and with great ease, the driving compartment with the vehicle in any position. Firewalls and/or bulkheads must separate the driving compartment from any fuels, engine fluids and acids. The roof shall also be covered with sheet metal or sheet aluminum if Fiberglass roof is used, Sheet Metal must be attached to the top of the cage. Minimum of .080-inch aluminum, recommended 0.125 covering all areas. "**Walker Industries**" Carbon Fiber panels are approved.

**SCR39: UTV, C/T, YOUTH QUAD ONLY - DOORS & LATCHES**

All vehicles with operational doors must have positive locking mechanisms and must have a permanently attached positive secondary latching device.

**SCR40: UTV, C/T, YOUTH QUAD ONLY - FIREWALLS**

All vehicles must have an all-metal firewall separating the driver's compartment from the danger of fire from the engine and fuel supplies. A minimum firewall must be liquid tight and extend from the driver's shoulder height to the vehicle floor and from body side to body side. If rear mounted fuel cell is higher than drivers shoulder height, the firewall must extend at least 2 inches above the top of the fuel cell. The hood is considered an extension of the firewall on front engine vehicles.

Any hole placed in the firewall for structure members, lines, etc. must be kept to a minimum. The hole should not have more than 0.0625-inch gap around the items passing through the firewall. Metallic tape must be used to seal the hole between the firewall and the item passing through the firewall.

**SCR41: UTV, C/T, YOUTH QUAD ONLY - BALLAST**

All material used for the purpose of adding weight to meet minimum vehicle weight limits. Must be securely attached to a non-removable structure member and be attached in such a manner as to allow weight to be sealed to structure member.

**SCR42: UTV, C/T, YOUTH QUAD ONLY - WEIGHT**

Official vehicle weight shall be considered the dry weight of the vehicle upon completion of the event with the deletion of fuel from the fuel cell, removal of spare tires, tools, and spare parts and without occupants in vehicle. Official weight will be the weight as shown on the BITD official scales.

**SCR43: UTV, C/T, YOUTH QUAD ONLY - FLOORBOARDS**

Floorboards or belly pans are required on all vehicles and must be attached by a minimum of six 0.25-inch bolts (*Dzus fasteners are not permitted*) per side if not an integral part of the body or chassis. Floorboards must cover the entire area from in front of the pedal assembly to behind the seats and from outside edge to outside edge on each side. Floorboards in the front must extend up in front of the pedal assembly. Installation must be done in such a manner as to afford maximum protection to the occupants from debris.

**SCR44: UTV, C/T, YOUTH QUAD ONLY - BUMPERS**

No hazardous front or rear bumpers, nerf bars, frame heads or other protruding objects from vehicles are permitted. Ends must be capped and rounded to prevent any sharp edges. Bumpers and nerf bars must be designed in a way as to reasonably inhibit two vehicles from becoming locked together. A safe front and rear bumper is required on all vehicles. Design of front and rear bumpers may be specified in some restricted classes.

**SCR45: UTV, C/T, YOUTH QUAD ONLY - MIRRORS**

A rear-view mirror is required on all vehicles. Mirrors must have at least 6 square inches of mirror surface. Mirror must have a reasonably unobstructed view of area behind vehicle.

**SCR46: UTV, C/T, YOUTH QUAD ONLY - SKID PLATES**

Skid plates designed to reasonably protect the front suspension, steering and brake components are recommended on all vehicles. Skid plate must be made of metal and be securely attached.

**SCR47: STORAGE**

All spare parts and extra equipment carried on a vehicle must be securely fastened to prevent movement during competition. All spare parts and extra equipment must be carried in such a manner as to reduce the risk of injury to the occupants.

**SCR48: FENDERS**

Fenders must be securely attached to vehicle on all classes requiring fenders. The removal of fenders during competition for any reason other than damage incurred during the competition will result in disqualification.

**SCR49: UTV, C/T, YOUTH QUAD ONLY - CHASSIS & BODY**

All body parts must remain on the vehicle (accidental damage excluded) during the entire length of race, if body parts are removed during race for any reason, they must be re-installed prior to continuing. Body and chassis series must be maintained with the body and chassis combination as specified in class rules. No removal of body parts during race

All repairs must meet with the approval of **BITD**. Photographic evidence of the damaged frame may / will be required for approval of repair work. Entrants must notify **BITD** of required frame repair before starting repair work. If frame damage occurs at a **BITD** event it is highly recommended that you notify the Chief Technical Inspector so that an inspection of damaged frame may be made at the post race inspection area if at all possible.

**SCR50: HOSES**

All fuel and brake line hoses including metal lines and fittings must be clamped and/or safety wired.

**SCR51.1: UTV, C/T, YOUTH QUAD ONLY - IDENTIFICATION MARKERS**

All vehicles in competition must display the official **BITD** decal on both sides of the vehicle. All vehicles in competition must be identified with the correct class vehicle numbers and be displayed in the proper locations as prescribed herein.

All Entries can choose their number color and background. There must be a gap of at least 1 ¼" between the black line and the numbers. Any number location that is deemed by **BITD** to be too hard to read will have to be changed prior to vehicle competing in the event. Please make numbers easy see. Do not blend numbers into design on vehicle.

**Note:** **BITD** assumes no responsibility for scoring vehicles with unrecognizable numbers. It is the vehicle driver's responsibility for keeping numbers recognizable.

All vehicles in competition must have identification numbers in the following locations and sizes:

- Minimum 10 inches high with 1-inch-wide stroke on each side of vehicle in line with the occupants.
- Minimum 6 inches high with 1-inch-wide stroke on the rear of vehicle and is plainly visible from the rear.
- Minimum 4 inches high located on the front of vehicle and is plainly visible from the

front of the vehicle

#### NUMBER AND PLACEMENT ON SIDE OF VEHICLES

Due to increasing difficulty on reading the vehicle numbers during the events, we must change the rule on vehicle side numbers. The vehicle side numbers must be located to the rear of the drivers compartment and attached to the roll cage. Make them easy for officials to read.

#### RACE VEHICLE NUMBERS

A RACER DOES NOT OWN A RACE VEHICLE NUMBER IN BITD. **BITD** issues numbers at the discretion of **BITD**. If a participant has a request for a certain number in a certain class **BITD** will do its best to accommodate that request. If the race vehicle is sold, the number does not go with the race vehicle unless approved by **BITD**. Vehicle numbers, once assigned you must race at least one BITD event during the season to retain the number.

#### PIT-SUPPORT VEHICLES

All pit-support vehicles will have minimum 4-inch-high white numbers (number of vehicles pitting for) on both sides of vehicle on side windows, on upper passenger-side corner of front windshield and on rear window. Pit support vehicles must have current **BITD** pit pass attached to lower portion of the front windshield on the passenger side.

#### SCR51.2: MOTORCYCLE, QUAD - IDENTIFICATION MARKERS

- 1) All vehicles in competition must display the official **BITD** decal on both sides of the vehicle. All vehicles in competition must be identified with the correct class vehicle numbers and be displayed in the proper locations as prescribed herein.
- 2) All **BITD** Class Champions may run Red Number Plates with White Numbers and White Letters.
- 3) All **Pro-Class** entries must have white numbers on blue backgrounds. This is mandatory. No other combination will be permitted.
- 4) All **sportsman/expert-class** vehicles must have black numbers on a white background. This is mandatory. No other combination will be permitted.
- 5) All **sportsman/amateur-class** vehicles must have black numbers on a yellow background. This is mandatory. No other combination will be permitted.
- 6) **Note: BITD** assumes no responsibility for scoring vehicles with unrecognizable numbers. It is the vehicle **rider's responsibility** for keeping **numbers recognizable**.
- 7) All vehicles in competition must have identification numbers in the following locations and sizes:
  - Minimum 6 inches high with 1/2-inch-wide stroke on each side of vehicle.
  - Minimum 6 inches high located on the front of vehicle and plainly visible from the front of the vehicle.
  - Division letter shall be placed to the left of assigned number.
  - For Quads: Minimum 6 inches high visible. Quads must have at least two (2) number plates: 1) Front and 2) Rear. The Rear plate must be vertical, (i.e., fishtail design) and visible from both sides.

#### PIT-SUPPORT VEHICLES

All pit-support vehicles will have minimum 4-inch-high white numbers (number of vehicles pitting for) on both sides of vehicle on side windows, on upper passenger-side corner of front windshield and on rear window. Pit support vehicles must have current **BITD** pit pass attached to lower portion of the front windshield on the passenger side.

#### SCR52: Advertising on vehicles

Advertising, symbols and names may be displayed on vehicles contingent that they do not interfere with identification markings and provided that they are in good taste.

**SCR53: WORKMANSHIP**

All construction, modifications and alterations must be performed in a workmanlike manner and meet with the rules, regulations and approval of **BITD**.

**SCR54: MOTORCYCLE, QUAD - FOOT PEGS**

For safety concerns foot pegs must be folding type, except for Quads.

**SCR55: SHARP OBJECTS**

No vehicle will be allowed to start competition with any sharp or pointed objects such as broken clutch levers, etc.

**SCR56: Radio equipment**

Any race or support vehicle radio equipment is strictly prohibited from interfering with or disrupting race communications on all frequencies allotted to the amateur radio band, public service band, marine band and aircraft band as permitted by FCC rules. **BITD** uses the **151.490MHz** frequency.

Outboard linear amplifiers with an output over 25watts are prohibited. An outboard linear amplifier is a device that boosts the power of the radio and is connected between the radio and antenna. Included in this rule is **SEC8** in its entirety.

**SCR57: SCORING TRANSPONDERS**

All vehicles in competition shall have a transponder mandated by **BITD**. All transponders shall be securely attached to the race vehicle on the Driver's side A-pillar.

**\*\*\*GENERAL COMPETITION CLASSES – MOTORCYCLE and QUAD ONLY**

**SCR58: CLASSES BITD** sanctions three separate general classifications for motorcycle and quad racing.

Professional (Pro), Sportsman Expert (Exp), and Sportsman Amateur (Ama). Pro divisions compete for prize money, while Sportsman divisions do not.

**SCR59: Motorcycle Divisions**

**BITD** sanctions separate general divisions for motorcycle racing within each class as noted. Designated divisions are:

Open	Pro	Exp	Ama
399cc	Pro	Exp	Ama
+30	Pro	Exp	
+40	Pro	Exp	
+50		Exp	
IRONMAN	Pro	Exp	Ama
ADVENTURE		Exp	
WOMEN'S		Exp	
FAMILY		Exp	

**SCR60: Quad Divisions**

**BITD** sanctions separate general divisions for Quad racing within each class as noted. Designated divisions are:

Quad	Pro	Exp	Ama
Quad IRONMAN		Exp	Ama

**Note:** All Quad Classes are Open, i.e., Unlimited Displacement, Unlimited Frame Size, Unlimited Wheel Size, Unlimited Suspension. All Quad Classes are non-age group classes

**SCR61: TEAMS**

At any event designated as a team race, multiple riders are allowed for each vehicle. Pro and sportsman entries to four. These restrictions may change at specific events, and will be announced prior to the event. All individuals of a team entered in an age division must qualify for the age criteria of that division to compete.

**SCR62: STAGING**

At all events start line staging is performed in a designated sequence deemed by the Director/Owner or Operations Manager of BITD. Starting order within each motorcycle and quad class is assigned at registration by the number of classes starting the event. For motorcycles and quads, starting order of the divisions will be announced at the riders meeting.

**SCR63: Age Classes**

Class Participants competing in an age division must be old enough to qualify for that division by the date of the event. Age classes must show proof of age at final event registration. Motorcycle displacement is unlimited. See also SCR27.

**SCR64: Class Advancements**

Participants competing in an amateur class will be promoted to Expert based on their performance and at the discretion of BITD.

**SCR65: MOTORCYCLE CHASSIS RESTRICTIONS**

Motorcycle classes are restricted to any chassis considered "full size". Any motorcycle of less than 125cc are not allowed at this time.

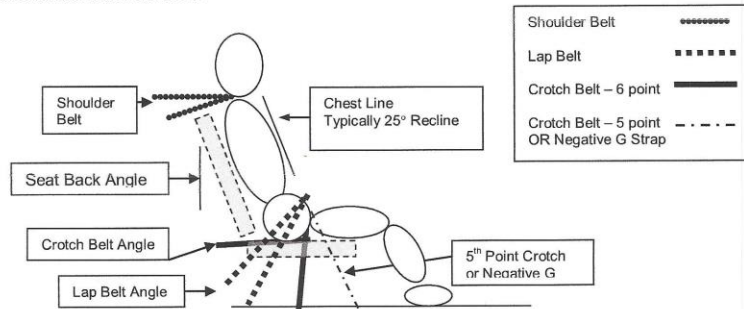
# SFI APPENDIX

## Appendix #1 – SFI Seatbelt Installation Illustrations:



**SEATBELT INSTALLATION GUIDE\***  
**FOR UPRIGHT SEATING**  
**(UP TO 25° RECLINE SEAT BACK ANGLE)**  
 June 5, 2012

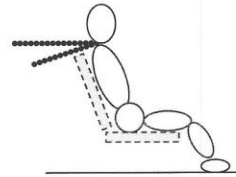
**\*IMPORTANT NOTICE:** The purpose of this guide is to provide motorsports vehicle drivers, owners and mechanics with additional information on seatbelt installation. This guide is for informational purposes only and in no way should it be construed to be an express or implied warranty of safety or guarantee that Driver Restraint Systems mounted in accordance with this guide will prevent any injury, systems failure, property damage, or death. Participation in motorsports carries with it the risk of serious injury, property damage and death at all times regardless of which driver restraint systems are used. This informational guide does not supersede or replace product manufacturers' installation instructions or sanctioning body rules and requirements. This guide applies to Driver Restraint Assemblies which pertain to the SFI Specification 16.1 and SFI Specification 16.5 compliance programs. Prior to any seatbelt installation or installation modification, consult with the motorsports vehicle builder, seatbelt manufacturer, and sanctioning body. At all times the driver and vehicle owner have prime responsibility for the safe installation and use of seatbelts.



### SHOULDER BELTS

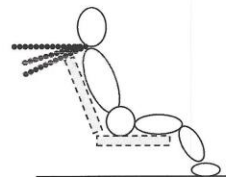
Shoulder Belt Angle: 0 to -20° (-10° optimum) from horizontal

- Clear passage of webbing from top of shoulder (or head and neck restraint) back to the harness bar or mounting point without any interference of the seat openings
- Belts should be as short as possible back to the mounting points

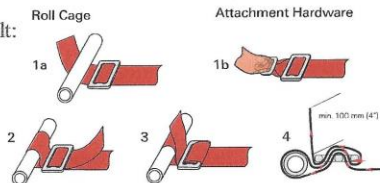


Double Shoulder Belt (Over/Under Belt):

- Upper belt (2" belt) 0 to -10° (-10° optimum)
- Body belt (3" belt) -10 to -30° (-20° optimum)
- Separation between upper and lower belt 1" to 2"
- Upper belt mounted to line up with the inside edge (closer to the neck) of the Body belt



Proper Wrap of Shoulder Belt:



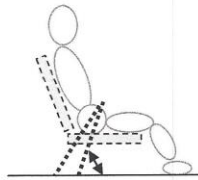
## Appendix #1 – (continued) SFI Seatbelt Installation Illustrations:



**LAP BELTS**

Lap Belt Angle:  $-45^{\circ}$  to  $-80^{\circ}$  from the horizontal

- Belt should ride within the curvature of the pelvic bone preferably just below the iliac crest
- There should be clear passage through the seat opening without webbing being corded or binding on edges of seat openings with a direct path to the mounting point
- The webbing should not ride against any hardware such as seat mounting brackets, bolts, or tabs
- Lap belt adjusters should be clear of the seat openings. Pull-up adjusters if outside the seat opening should be a minimum of 2" below the opening when the lap belt is tightened
- Belts to the mounting point should be as short as possible mounted beside the seat and never behind the seat
- Lap belt should be allowed to pivot freely at the mounting point
- Webbing should be allowed to pull on hardware in plane (straight)



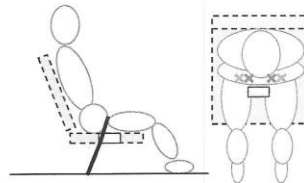
Position of the Cam Lock or Latch and Link

- Centered on the body 1 to 2 inches below the belly button when all belts are tightened

**CROTCH BELT – 6-POINT**

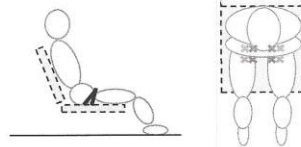
Sports Car “Shell Type Seat” and aluminum seats with single crotch belt hole forward of the inside seat back from 10 to 12 inches: *(NOTE: Seats with a single hole positioned more than 12 inches from the inside seat back are designed for 5 point belt installations and may not be as effective for 6-point installations):*

- Crotch Belt Angle:  $-20^{\circ}$  (2" rearward) through the hole
- Two separate anchors 4 to 6 inches apart (x)



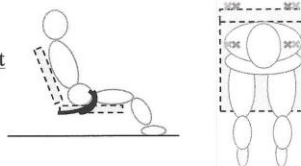
Containment Seats with Crotch belt mounting directly to seat bottom OR through holes provided at the back of the seat bottom: *(Driver is sitting on the Crotch belts)*

- Crotch Belt Angle  $-10^{\circ}$  to  $-20^{\circ}$  from the perpendicular just in front of the crotch with anchors 4 to 6 inches apart (x)



OR

- Crotch Belt Angle Horizontal rearward to under the butt or to the back of the seat (x)



Option (typically for single-seat wide cockpits):  
Crotch Belt mounting to the front side of the outboard lap anchors. (Option not illustrated)

Considerations:

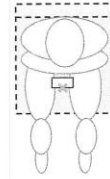
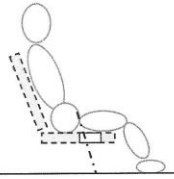
- Routing of crotch belts should have a clear and unobstructed path to the mounting point

**Appendix #1 – (continued) SFI Seatbelt Installation Illustrations:**

**CROTCH BELT – 5-POINT**

Sports Car “Shell Type Seat” and aluminum seats with single crotch belt hole forward of the inside seat back from 11 to 13 inches:

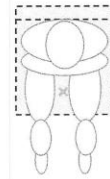
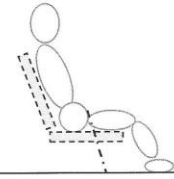
- Crotch Belt Angle: Chest line to 20° through the hole
- Crotch Belt should never wrap around the front of the seat – there should be a pass through
- Crotch belt is used only to maintain position of the lap belt



**NEGATIVE G BELT – (7<sup>TH</sup> POINT)**

Negative G Strap Angle: 20° to 25° (Chest line extension on a 25° seat back angle)

- Used in conjunction with a 6-point crotch belt system as an additional point to maintain the position of the lap belt in “Negative G” i.e. rollovers



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Approximate seconds of protection when exposed to direct fire. Does not include added protection of no flammable under garments.

<b>SFI Rating</b>	<b>TPP Value</b>	<b>Time to 2nd Degree Burn</b>
3.2A/1	6	3 Seconds
3.2A/3	14	7 Seconds
3.2A/5	19	10 Seconds
3.2A/10	38	19 Seconds
3.2A/15	60	30 Seconds
3.2A/20	80	40 Seconds