

UTV PRO

MAX ENGINE:

-2000cc NATURALLY ASPIRATED

-1000CC FORCED INDUCTION

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

General and Safety Rules:

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

UTV Tech Inspection:

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

General Regulations:

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

Contact:

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

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

Vehicle Specifications:

1. Drive Train:

- Must retain the **OEM design**.
- If the UTV originally used a **CVT belt**, it must continue to use one.
- If delivered with an **automatic transmission**, it must retain that transmission type.
- The vehicle must be powered by a **UTV engine**.

2. Engine and Transmission:

- The original manufacturer's motor and transmission combination must remain intact.
- Maximum engine displacement is **1000cc Turbo Charged and 2000cc Naturally Aspirated**
- **Car engines are not allowed.**
- **Turbochargers and superchargers are permitted.**

3. Chassis and Dimensions:

- Vehicles must **resemble the production UTV** they are based on.
- **Maximum wheelbase:** 140 inches.
- All **pivot points** must remain in their **OEM locations**.
- The chassis may be made from **any nonferrous material**.
- **Suspension:** Limited to **one coil-over shock per wheel**.
- **Maximum track width:** 83 inches.
- **Maximum tire size:** 35 inches.

Competition Details:

- The class offers a **point's championship**, a **championship fund**, and an **individual race purse**.
- Drivers & Co-Drivers must be at least **16 years old** by the event date to compete.

This class emphasizes a balance between performance enhancements and maintaining the production-based identity of UTVs, fostering competitive and fair racing.

UTV-1 PENALTIES:

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

1. Discretion of the Race Director:

- The Race Director has sole authority to issue penalties for rule violations, specifically for cheating.
- The maximum penalty includes disqualification from the race and a one-race suspension.

2. Inspection and Compliance Measures:

- Race officials may mark, tag, or seal parts of the race UTV for compliance tracking.
- Officials have the authority to confiscate engines for inspection at any time to ensure class compliance.

3. Inspection Fees:

- A fee might be required to conduct the inspection process.

4. Enforcement of Penalties:

- Only the Race Director is authorized to enforce penalties, maintaining centralized control over disciplinary actions.

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

UTV-2 OCCUPANTS:

1. Vehicles must only have two seats.
2. Both a driver and a co-driver must be present in the vehicle for the entire race.

UTV-3 DRIVER'S MEETING:

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

UTV-4 RADIO & COMMUNICATIONS:

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

These requirements ensure communication standardization and safety during races.

UTV-5 SUSPENSION:

1. **All suspension and mounting points** must retain their original design and **location** as provided by the manufacturer.
2. **Suspension mounting points** can only be reinforced to enhance strength; they cannot be moved, added, or removed.
3. **Shocks** must remain on the arm they were delivered with, meaning they cannot be relocated or swapped to different arms or positions.

UTV-6 OVERALL MEASUREMENT RESTRICTIONS:**Maximum Width:**

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

Wheelbase:

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

Frame Modifications:

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

UTV-7 SHOCK ABSORBERS:

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

UTV-8 BUMP STOPS:

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

UTV-9 TORSION SYSTEM:

Must be coil over shock

UTV-10 TIRES:**Maximum Size:**

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

Measurement Standard:

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

Compliance Requirement:

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

Tire Configuration:

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

UTV-11 WHEELS:

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

UTV-12 STEERING:

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

UTV-13 BATTERIES:

ALL UTVs MUST HAVE A BATTERY SWITCH.

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

UTV-14 SAFETY LIGHTS:

Safety light requirements for UTVs for rear-facing safety lights

- **Minimum Light Requirements:**
 - **Two Red Tail Lights.**
 - **Two Red Brake Lights.**
 - **One Rear-Facing Amber Steady LED Light.**
 - **One Rear-Facing Amber Flashing LED Light.**
- **Brightness:**
 - The amber flashing light must have a minimum of **2000 lumens**.
- **Wiring:**
 - All safety lights must be connected directly to the **required battery switch**.
 - **No additional switches** for the safety lights are allowed in the circuit (only connection plugs).
- **Approval:**
 - All safety lights must be inspected and approved by a **UTV Tech Inspector**.

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

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

All lights must be in operating condition at tech inspection.

UTV-15 ENGINE LOCATION AND DISPLACEMENT:

Engine Displacement Limits:

- **Naturally Aspirated Engines:** Maximum displacement is **2000cc**.
- **Forced Induction Engines (e.g., turbocharged or supercharged):** Maximum displacement is **1000cc**.

Engine Type Restrictions:

- Only **UTV-specific engines** are allowed.
- No **automotive engines** are permitted.

Engine Management:

- **Open:**

OEM Block and Cylinder Heads:

- All engines must use **OEM** blocks and cylinder heads.

Modifications:

- Internal modifications are allowed, but the **bore and stroke** must remain OEM.
- The engine must remain in the **OEM location**

UTV-15FD FUEL DELIVERY:

The fuel delivery is open.

UTV-15FC FUEL CONTROLLERS:

OEM ECU/ECM Flashing Allowed: Factory-installed (original equipment manufacturer) ECUs or ECMs can be reprogrammed or "flashed" to modify engine parameters such as fuel delivery, timing, and boost control, as long as this is within the rules or guidelines provided.

Aftermarket Fuel Management Systems Allowed: You are permitted to replace the stock ECU/ECM with an aftermarket system to manage fuel and engine performance.

UTV-15FT Fuel Octane:

Standard Octane Requirement

- All class vehicles must use the same fuel octane, as determined and announced prior to August 1, 2025.

Pump Fuel Option

- Any class vehicle may alternatively use pump 91 octane fuel without additives.

Effective Date

- This rule goes into effect on August 1, 2025.

TURBO PRODUCTION ENGINE COMPLIANCE:

Production-Only Equipment Turbochargers and superchargers must remain unmodified and identical to those produced by the factory or sold to the public with an OEM (Original Equipment Manufacturer) part number.

No Aftermarket Components

- Any aftermarket parts or accessories for the turbo or engine are strictly prohibited.

Inclusion of Surrounding Components

- The intake manifold and exhaust system leading to the turbo are included in the restriction.

Penalties for Violations

- Modifying or tampering with the turbo engine or components can lead to penalties, disqualification, and potential suspension.

BLOWOFF VALVES:

- Are open.

THROTTLE BODY OEM STOCK THROTTLE BODY MUST BE USED:

- No modifications, alterations, or changes are allowed.

INNER COOLERS:

- Aftermarket OEM-dimension coolers are allowed. Turbo-charged engines that use air-to-air inner coolers must use the OEM stock-dimension inner cooler; no other inner cooler can be used; the location is open. Turbo engines that use water-to-air cooled inner coolers can change, modify, or move the radiator for the inner cooler. The inner cooler itself must remain in stock dimensions. No other inner cooler can be used or added.

UTV-16 FLUID COOLERS:**Aftermarket Coolers:**

- Aftermarket OEM-dimension coolers are allowed.

Air-to-Air Intercoolers:

- Turbocharged engines with air-to-air intercoolers must use the OEM stock-dimension intercooler.
- No other intercooler may be used.
- The location of the intercooler is open to modification.

Water-to-Air Intercoolers:

- Turbocharged engines with water-to-air intercoolers may modify, change, or relocate the radiator associated with the intercooler.
- The intercooler itself must remain in OEM stock dimensions.
- No additional or alternative intercoolers may be used or added.

UTV-17 FUEL CELLS:

Safety fuel cells are advised for all vehicles, but they can use an OEM stock tank in a stock location with a stock fuel pump and filling hose.

Auxiliary fuel tanks may be added in all classes except those whose class rules do not allow auxiliary fuel tanks. Auxiliary fuel tanks must be gravity transfer only. Alternative fuels (i.e., propane or natural gas) must be used with approval. Alternative-fueled vehicles may not use auxiliary fuel cells. All fuel tanks must be securely mounted. The fuel tank must be filled from and vented to the outside of the vehicle. A substantial cross-member and firewall must exist 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 fuel containers will subject the entrant to a time penalty or disqualification. Safety fuel cells shall consist of a bladder enclosed in a smooth-skinned container. The container shall be constructed of 20ga. Steel or .060-inch aluminum.

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 a flat joint or an "O" ring. Internal baffling is mandatory in all fuel cells. Bladder construction shall be made of nylon or Dacron woven fabric that is 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.

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

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

Compartment Separation:

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

Splash Guards:

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

Clamping Requirements:

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

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

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

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

Optional Placement:

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

Ventilation Requirements:

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

UTV-18 FIREWALLS:**Material Requirements**

- The firewall must be made of aluminum or metal.

Rear-Mounted Fuel Cells:

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

In-Cab Fuel Cells

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

Hole Restrictions

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

Sealing Holes

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

Engine Firewall

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

Bulkhead Firewall

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

UTV-19 FUEL FILLER SPLASH GUARD:

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

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

- The OEM pivot points (likely suspension attachment points) must remain unchanged.

Chassis Modifications:

- The chassis can be reinforced for strength and durability, but the original dimensions (width, length, configuration, design) must be preserved. The chassis materials may be replaced, but they must retain the original design.

Roll Cage:

- OEM UTV roll cages cannot be used, implying that the vehicle must have a custom-built roll cage for safety.

Frame Joints:

- All joints must be securely attached to the frame for safety and durability.

Body Modifications:

- The OEM hood and grill area can be modified to accommodate bumpers.
- Front and rear fenders must be retained.
- The vehicle's body parts must remain on the vehicle during the entire race (except in cases of accidental damage).
- Body materials are flexible, meaning you can choose different materials than OEM.

Roof:

- The roof must be covered with a solid material, either sheet metal or aluminum, with a minimum thickness of 0.060 inches. Alternatively, you can use Carbon Kevlar fiber, but it must be pre-impregnated and oven-cured for proper strength and durability.

Body and Roof Appearance:

- The body must resemble the OEM design, which means the overall shape and style should stay similar, but materials and certain details can be customized for performance or safety.

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

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

Operable Doors:

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

Slide Bolt:

- The door must have a slide bolt of at least 1.5 inches by .095 inches with a

minimum overlap of 4 inches.

- The bolt should be spring-loaded with a locking indent.

Tubing:

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

Leg and Torso Protection:

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

SFI-Rated Nets:

- All window nets must be SFI-rated.

Net Coverage:

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

Net Installation:

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

Exit Requirements:

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

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

UTV-22 SIREN:

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

UTV-22A BREAK DOWN SAFETY DEVICES:

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

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

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

UTV-23 SEATING:

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

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

UTV-24 TRANSMISSION/GEARBOX:

All-Wheel Drive (AWD):

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

Engine-Transmission Configuration:

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

CVT Belt Drive:

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

Stock Transmission Cases and Clutch Design:

- The stock transmission cases (housing) and clutch design must be maintained, keeping the original design elements intact.
 - **Further definition:**
 - Cases – Refers to center cases
 - Covers- May be aftermarket bolt-on

Functional Reverse Gear:

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

UTV-25 ROLL CAGE MATERIAL:

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

UTV 26 ROLL CAGE TUBING SIZE:

Minimum Tubing Dimension.

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

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

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

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

UTV-27 ROLL CAGE DESIGN:

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

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

UTV-28 BUMPERS:

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

Bumper ends must be made in such a way as to avoid any sharp edges.

Bumpers and Nerf bars must be designed to reasonably inhibit two vehicles from becoming locked together. All vehicles must have safe front and rear bumpers.

Hazardous front or rear bumpers, Nerf bars, frame heads, or other protruding objects are not permitted.

UTV-29 IDENTIFICATION NUMBERS, MARKERS, AND STICKERS:

UTV Pro: T1 – T999 White Background; Black Numbers

Decal Requirement:

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

Vehicle Identification Numbers:

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

Side Numbers:

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

Rear Numbers:

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

Front or Roof Numbers:

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

Visibility:

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

Color and Background:

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

Approval Process:

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

Changes:

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

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

UTV-30 PIT-SUPPORT VEHICLES:

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

UTV-31 Brakes:

Brakes are open

For Questions:

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