



## **UTV Regulations** **09/26/2017 - Tentative**

### **1. Welcome Participating SxS UTV's**

Tri-State Rally is adding SxS UTV competition to the event. There are some differences to what SxS UTV's are familiar with in an off-road or motorsport park format, but we do share the same fundamentals of speed and racing against the clock. Since Tri-State Rally will be having the 2<sup>nd</sup> Annual UTV Rally Championship in its program for 2017, we want to make sure UTV teams understand this time trial challenge. You will get a route book and stage notes along with RECCE and in your terms (pre-run) before competition. Also featuring night stages on Friday and daylight stages on Saturday competing on roads designed for rally cars and trucks. It is time to have off-road meet rallying.....

We will again this year allow UTV's to be trailered to the Friday and Saturday stages. You will receive details on where to unload and load trailers.

We have allowed in the past certain off-road vehicles and Jeep Speed vehicles that met with BITD Series safety requirements within a motorsport park. But now we want to expand this to UTV's that meet safety requirements from other series.

**NOTE:** You must also read the Event Supplemental Regulations that has all of the event information. It is a separate document that includes the General Event Schedule, REECE regulations, etc.

## 2. Vehicle Eligibility Classes Definitions and Overview:

- Adult Classes Only
  - SxS – Side by Side seater.
  - Vehicles are production based SxS constructed UTV's, manufactured by registered companies that issue Vin #'s.
  - These vehicles prepared to the Technical Specifications of TORC which we will draw from their rules to meet the needs of the event UTV classes listed below in 2a and 2b.
  - We will be using the safety specification spirit of the rules from the official TORC rulebook that maybe found at:
  - [http://torcseries.com/wp-content/uploads/2016/04/TORC17\\_Rule-Book-Updates\\_V5.pdf](http://torcseries.com/wp-content/uploads/2016/04/TORC17_Rule-Book-Updates_V5.pdf)
  - **DISCLAIMER: TORC neither endorses nor is affiliated with Tri-State Rally or American Rally Association.**
- a. **SxS Production** – No Turbos are permitted in this class. This class is outlined as all parts/components that can affect or enhance the performance of the vehicle must remain stock. The technical inspector holds final decision-making decision on any stock/nonstock component deemed legal or illegal.
- b. **SxS Production T** – All above but includes (Turbo or Superchargers) with certain modifications.

## 3. Participants- Driver and Co-Driver:

- a. All UTV vehicles must have a driver and a co-driver in the vehicle for the duration of the race.
- b. Must have a driver's license of 16 years of age and older due to you competition on a public roads Friday night and Saturday. This is required by our insurer.
- c. All competitors under 18 years of age and no less than 16 years of age with a driver's license at the start of the event must have their parental waiver form release signed by a parent or legal guardian. You shall have at least one parent present while you are competing.

## 4. SxS Rules: (additional rules to adhere):

- a. American Rally Association (ARA) has not yet composed rules to include SxS vehicles in sanctioned rally competition events. Tri-State Rally and ARA are allowing UTV Rally program in 2017 with the cooperation of USAC who is providing our event insurance. We are ready to include competition vehicles that meet safety specifications from other sanctioning series involved with SxS UTV's.
- b. Rally competition and operations shall run per the American Rally Association General Competition Rules(GCR) and Rally Competition Rules(RCR) with the additional safety requirements noted in the Event Supplemental Regulations and with these UTV SxS Regulations. It is the participant's responsibility to understand and comply with all rally safety and event operations. The General Competition Rules and Rally Competition Rules are found on [www.americanrallyassociation.org](http://www.americanrallyassociation.org) .
- c. HEAD AND NECK RESTRAINTS... are mandatory for both driver and co-driver. They must have SFI certification and be no older than 5 years.
- d. Fire Suits ARE mandatory from neck to ankle. Highly recommended is a multi-layer one-piece driving suit. Shoes are closed toe.
- f. FIRE EXTINGUISHER ...two (2) required 2 ½ pound "A-B-C" rated hand held fire extinguisher with a capacity gauge. One mounted inside and one mounted outside with a quick type release.

- g. FIRST AID KIT is needed in the UTV and to be shown at technical inspection.
- h. LIGHTS ... Rear facing lights are as follows; 2 - Brake lights, 2 - tail lights, Brake lights must be only connected to pedal brake. Headlights and taillights must be on during entire night event or races that extend into the night hours.
- i. HORN ... is required.
- j. NUMBERS ... All vehicles must be identified with vehicle number(s) on a contrasting number plate. Visible from each side of the car for communications to be able to see you.
- k. TRIANGLES ... 3 safety traffic triangles are required.
- l. NETS ... Must cover from "A" pillar to "B" pillar.....from top "roof" to bottom "top of bodypanel.
- m. Tow Hooks or d-rings or tow straps (not with Velcro) must be part of the UTV for sweep to pull your vehicle if needed.
- n. **TECH INSPECTION:** Your UTV will be inspected via the above safety rules and with TORC Rules reference (via permission of USAC). Go to Section 8 of this Supplemental Regulations for Section 8-Technical Specifications.
- o. **We will have a Technical Inspection form on the event website to double check your UTV pre-event.**

**5. Mandatory Rally Class Meeting:**

- a. You are required to attend a meeting either Thursday night-Nov 2nd at the Holiday Day Express time – TBD. Or if only competing on Saturday then we will conduct a meeting late Friday night call for details from Competitor Registrar. Check back to event website for FINAL General Event Schedule when we get closer to the event weekend.
- b. **We will teach you about:**
  - 1. **Route book,**
  - 2 **Stage notes**
  - 3 **Red Cross display/Emergency situations**
  - 4 **Timing and Scoring- score cards**
  - 5 **Start and Finish Control Format**
- c. We will send you beforehand a few items about the format of rallying and what it entails. So you can come to the rally class meeting somewhat prepared and with a basic understanding about time trial rallying.

**6. Scoring:**

- a. SxS entrees will be scored based on their finishing place in the overall event, via UTV Event Tri-State Championship.
- b. Awards will be presented to the top one third of the starters in each class based on the overall event scoring in each class.
- c. There is a contingent payout this year via Polaris World – Mesquite.
- d. Each day is a separate event. Friday is a double point’s event, and Saturday’s event will award triple point’s.

**e. Finish Position Points:**

<u>Finish Position</u>	<u>Points</u>
1 <sup>st</sup>	20
2 <sup>nd</sup>	15
3 <sup>rd</sup>	12
4 <sup>th</sup>	10
5 <sup>th</sup>	8
6 <sup>th</sup>	6
7 <sup>th</sup>	4
8 <sup>th</sup>	3
9 <sup>th</sup>	2
10 <sup>th</sup> – last	1

- 1. Any OHPRG sanction events are coefficient designations that act as multipliers. For example, a first place finisher in a Coefficient 1 event gains 20 points while a first place finish in a Coefficient 2 event gains 40 points and a Coefficient 3 event gains 60 points.
- 2. A Coefficient means: Coefficient 1 event is 1 – 30 miles of competition.  
Coefficient 2 event is 31-59 miles of competition.  
Coefficient 3 event is 60 plus miles of competition.
- 3. Tie- Breaking:
  - I. Ties will be resolved on the following basis:
  - II. The winner shall be the competitor with the most points earned on how many coefficients 3 event, then coefficient 2 event, and finally coefficient 1 event.
  - III. If further resolution is required then who was the fastest overall on each stage of competition.

7. UTV Entry Fees:

**Cash/Check Discount Fees**

UTV Entry Fee Description	Dates	Friday	Saturday	Dual
Early Entry Fee	Present – 09/19/17	\$275.00	\$300.00	\$350.00
Standard Entry Fee	09/20/17 –Event Reg.	\$300.00	\$350.00	\$400.00
License Fee	N/A	\$50.00	\$50.00	\$50.00

Check Made Payable and Mail to: Organizers HP RallyGroup, LLC

848 N. Rainbow Blvd. #4762

Las Vegas, NV. 89107

562-547-4892-mobile

**Credit Card Transaction via Pay Pal – pay to [exactlyrt@aol.com](mailto:exactlyrt@aol.com)**

UTV Entry Fee Description	DATES	Friday	Saturday	Dual Events
Early Entry Fee	Present – 10/07/17	\$283.50	\$310.00	\$361.00
Standard Entry Fee	10/08/17-Event Reg.	\$310.00	\$361.00	\$412.00
License Fee*	N/A	\$50.00	\$50.00	\$50.00

**NOTE: We have the capability now to take your charge and debit card transactions at the event. Also we can take a charge over the phone or via text or e-mail. Just contact Marni Nagy and she will get the info and send to the organizer to get your charge for entry taken care of... Or charge through Pay Pal....**

**Refund Policy :**

- Entry payments will be refunded 100 percent if both days are cancelled by the organizers. If only one day was cancelled for unforeseen reason then you will receive back what the single day rate was in the payment schedule.
- Please refer to the ARA rules on withdrawal policy that happen 48 hours prior to the event.
- Any withdrawals with payment in September or in October. Please allow 30 days for payment.

\* License Fee is paid to USAC via <https://usacracing.redpodium.com/2017-american-rally-license>. This is a temporary event license.

## 8. Technical Specifications:

### UTV-1 VEHICLE SIGNAGE

- A. Advertising on race vehicles must be in good taste.
- B. Event and Sanction body may require the use of specific sponsor decals.
- C. Team vehicles with the same paint and colors must have prominent distinguishing markings of some kind. Tech Inspector reserves the right to require additional markings to help distinguish between vehicles.

### UTV-2 NUMBERS AND STICKERS

- A. Numbers must be applied side by side. No slanted numbers. **No Duct Tape numbers.**
- B. Number plates must be white with solid black block style numbers.
- C. Event officials may require a competitor to use a different number to avoid confusion or duplication at an event.
- D. All vehicles are required to have event stickers on each side of the front of the door area, 4 inches down from the window opening.
- E. One number on each side of the vehicle, on a number plate mounted high and close to the back of the roof. Minimum number plate size: 10 inches high by 14 inches long. Minimum number size: 8 inches by 1 1/2 inches.
- F. Minimum number size 4 inches.

### UTV-3 ROLL CAGE AND CHASSIS

- A. All vehicles must utilize the stock chassis and maintain stock appearance. The stock chassis (frame) is defined as the main lower rails running along the inner sides of the UTV and the front and rear tubes that connect them. The chassis may be modified for durability and strength but must retain the stock width, length, and configuration. Any modifications must be pre- approved by Event Technical Inspectors.

### UTV-4 DRIVER COMPARTMENT

- A. Driver 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.
- B. A 5-point motorsports specific harness is mandatory. It must be in spec with the manufacturer's date tag.
- C. Driver side window net is mandatory.
- D. Reinforced floor pan is recommended.

#### UTV-5 FENDERS

- A. Fenders must be securely attached to vehicle. The removal of fenders during competition during any reason other than damage incurred during the race will result in disqualification.
- B. Fenders must be attached in such a fashion as not to create a pointed or sharp extrusion when removed. A loop body mounting bracket construction is mandatory.
- C. Vehicles must maintain an appearance similar to the stock UTV.
- D. All body panels must be stock or aftermarket stock replacement.

#### UTV-6 SKIDPLATES AND FLOORBOARDS

- A. Skid plates designed to reasonably protect the front suspension, steering, and brake components are recommended on all vehicles. Plates must be made of metal and be securely attached.
- B. Stock UTV floorboards are acceptable but extra protection made of metal or aluminum is highly recommended.

#### UTV-7 SUSPENSION

- A. All A-arm mounting points must remain in the stock location and position as delivered from the manufacturer, however they may be reinforced for strength.
- B. SxS Production: Must maintain Factory "Stock" Track Width
- C. SxS Production –T Modified: Must maintain Factory "Stock" Wheel Base

#### UTV-8 STEERING

- A. All steering components must be in good condition and proper working order. Drag link and tie rod ends must be secured with a cotter pin in each one.
- B. Power steering is permitted.
- C. Steering "quickeners" are permitted in the UTV Production class.
- D. Technical Inspector must consider steering reasonably safe before vehicle is permitted to compete.

#### UTV-9 SHOCKS

- A. There must be at least one and only one shock absorber per wheel in working condition at the start of the race.
- B. Shock absorber mounting points may be moved.
- C. Upper shock mounts must remain in stock location. No bolt on extensions. No bypass shocks.
- D. BUMP STOPS - Suspension bump stops must be of the solid type.
- E. TORSION SYSTEM - The only torsion system that is acceptable is a coil- over shock.
- F. WHEEL SPACERS - Wheel spacers are permitted.

#### UTV-10 BRAKES

- A. Brakes must be in safe working condition and be able to apply adequate force to lock up all four tires.
- B. Brakes must remain in safe working condition during entire event.

#### UTV-11 ENGINE

- A. All vehicles must use stock engine cases and cylinder head. Technical Inspector reserves the right to mark engine blocks prior to event.
- B. All vehicles must use same fuel delivery system as stock and designed by factory.
- C. Electric fuel pumps are permitted in accordance with event safety requirements for fuel pumps.
- D. SxS Production: engine displacement not to exceed 1000 cc.
- E. SxS Production: Engines must remain completely stock. No internal modifications. Stock throttle body must be used.

#### UTV-12 AUXILIARY EQUIPMENT

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

#### UTV-13 IGNITION

- A. All electric fuel pumps with independent switches must be labeled "fuel on/off" and be within easy reach of the driver and accessible from the outside of the vehicle.
- B. Aftermarket CDI boxes/ECUs are permitted.

#### UTV-14 BATTERIES

- A. Batteries must be securely mounted with metal-to-metal tie downs.
- B. Wetted fiber or gel cell batteries only. Liquid lead acid batteries are not permitted.
- C. Batteries may be located in the driver's compartment with an adequate firewall or factory engine cover.

#### UTV-15 COOLING

- A. Oil coolers, transmission coolers, and radiators located ahead of the driver or in the passenger compartment must have a shroud that will prevent liquids from blowing back or leaking onto the driver in the event of a rupture or leakage.

#### UTV-16 EXHAUST

- A. UTV Production- Aftermarket exhaust is allowed. In all classes, exhaust systems must be a minimum of six inches away from fuel lines and twelve inches away from fuel filler. Muffler must meet a maximum decibel of 100 as measured 50 feet from track side.

UTV-17 **STARTER** - All vehicles must be self-starting by use of an onboard electric starter.



## UTV-18 FUEL CELLS

- A. All fuel cells must be event Technical Inspector approved.
- B. Event Technical Inspector will reject any previously approved fuel cell, which appears to be defective, damaged, or not in proper condition.
- C. No pressure systems will be allowed. Any concealed or not concealed pressure type containers, feed lines or actuating mechanisms will not be permitted, even if inoperable.
- D. Icing, Freon type chemicals, or refrigerants may not be used in or near the fuel system.
- E. The use of a commercially manufactured fuel cell is mandatory. Aluminum cans with foam inside are not allowed.
- F. Safety fuel cells shall consist of a bladder enclosed in a smooth skinned container. The container shall be constructed of 20 gauge steel, 0.060- inch aluminum or 0.125inch Marlex. Rotary molded polymer cells are acceptable.
- G. No material other than standard foam as provided by the fuel cell manufacturer is permitted.
- H. Fuel cell must have a chassis or body cross member of substance between the fuel cell and driver and be protected from ground obstacles.
- I. All fuel cell fillers and vents must have check valves installed.
- J. Fuel filler lines and positive-locking non-vented fuel filler caps must be located and secured in such a manner as to prevent them from being knocked off or opened during movement, rollover, or impact.
- K. A splash shield must be in place to direct any spill away from the driver, motor, and motor exhaust. A body panel is considered a sufficient splash shield.
- L. Fuel cell cannot be vented into the driver's compartment of any vehicle.
- M. All mountings must be Technical Inspector approved. Fuel cell must be mounted to chassis and cannot be mounted on skid plate.
- N. Any fuel cell mounted in the passenger compartment area must be fully enclosed with sheet metal or aluminum.
- O. Any battery or electrical components mounted in the passenger compartment with the fuel cell must be separated by sheet metal or aluminum.
- P. SxS Production: Stock fuel tank is allowed in stock location. Tank, lines and fuel filler may not be modified in any way. Aluminum plate must be added on right outer side of body to protect stock tank.

## UTV-19 FUEL VENT ROUTING

- A. All fuel cell vents and lines must come out of the top of the fuel cell
- B. Fuel shall be automotive gasoline only.
- C. Gasoline shall not be blended with alcohols, ethers, or other oxygenates, and it shall not be blended with aniline or its derivatives, nitrous compounds, or their nitrogen containing compounds.
- D. Cooling of any type of fuel is not permitted during competition.
- E. No nitrous oxide.

#### UTV-20 **TRANSMISSION**

- A. Every vehicle must use the stock transmission and clutch design.
- B. The stock rear differential must also be used.
- C. All vehicles must have a functional reverse gear.

#### UTV-21 **CLUTCH**

- A. Pro Stock: Must use stock clutch design as delivered from manufacturer.
- B. No billet clutches. Clutches may not be modified in any way.
- C. After market springs, weights and helix are allowed.

#### UTV-22 **WHEELS AND TIRES**

- A. Maximum tire size is 30 inches outside diameter.
- B. No more than 1 tire per corner is permitted.
- C. Tires will be visually checked and must be considered reasonably safe by event official prior to competing.

#### UTV-23 **HOSES –**

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

#### UTV-24 **MIRRORS –**

- A. Rear view mirror with at least 6 square inches of mirror surface and a reasonably unobstructed view of area behind vehicle is recommended on all vehicles.