

# UTV OPEN CHAMPIONSHIP CLASS RULES

The UTV production class vehicles are built using production UTV's, manufactured by registered companies, i.e. Yamaha, Polaris, Can-Am, Honda that issues Vin #'s. Companies must produce a minimum of 1000 units per year to be accepted. OEM engines must be used. Maximum engine size is 1000cc. Must use hood, grill, front and rear fenders from the UTV.

UTV's can be single seat or two seat. Polaris RS1 allowed.

## **SUSPENSION:**

All suspension mounting points excluding shock mounts must remain the stock design and in the stock location and position as delivered from the manufacturer, however they may be reinforced for strength. No suspension mounts may be moved, added or removed. Any A-arm suspension point that uses only one bolt to mount the A-arm, may be changed to a 2 bolt mount design. Either side of the original pivot points may be used to remount the 2 suspension points.

## **OVERALL MEASUREMENT RESTRICTIONS:**

The max width for UTV classes is 80" and is measured from outside of tire to outside of tire at ride height. Wheelbase can be increased to 8 inches over the stock dimensions. This can only be achieved through the suspension. Frames cannot be cut and lengthened or shortened.

## **SHOCK ABSORBERS:**

There must be at least one and only one coil over shock absorber per wheel in working condition at the start of the race. Shock absorber mounting points may be moved and strengthen.

## **BUMP STOPS:**

Suspension bump stops are allowed. They must be of the solid type. No air bump stops.

## **TIRES:**

Max tire diameter is 35".

## **STEERING:**

Power steering is permitted. Turning or steering brakes are permitted.

**LIGHTS:**

All UTVs must have a minimum of two taillights, two brake lights and a rear facing green light. GGLighting.net has MORE compliant green led pods.

The rear facing green led is an attempt to identify the UTV class vehicle, so that faster vehicles will be able to recognize that they are approaching a slower/smaller vehicle.

**ENGINE LOCATION AND DISPLACEMENT:**

For all UTV classes the Maximum engine displacement is 1000cc.

Must use stock engine cases and cylinder head. Note, Engine updates are allowed, an engine update means that a racer can put a newer engine and drivetrain in their race UTV.

**TURBOCHARGER, ECM/ECU, BLOWOFF VALVES, INTAKE**

Factory turbochargers must be used. Turbochargers must not be modified, altered or changed. Turbochargers must remain exactly as delivered from the factory. ECM/ECUs must be stock OEM.

Blowoff valves must be OEM, stock. No aftermarket blowoff valves. Blowoff valves cannot be modified or altered. Throttle body must be OEM stock.

**SPECIAL NOTE:** The air tube on the Polaris RZR turbo, that connects the turbo to the throttle body may be replaced with an aftermarket tube. This tube also holds the blowoff valve.

**FUEL DELIVERY:**

The fuel delivery system must remain the same design as the stock system delivered from the factory. Aftermarket fuel pumps, fuel regulators and filters are allowed. UTVs may change the Fuel injectors. No additional injectors can be added.

**FLUID COOLERS:**

Oil coolers, transmission coolers and radiators located ahead of the driver or in the drivers 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.

**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. 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. 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 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.

### **CHASSIS (FRAME), BODY AND ROOF:**

Production 1000 UTVs must utilize the stock chassis (frame) 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 stock chassis (frame) may be added to, for durability and strength, but must retain the stock width, length, and configuration. The stock UTV cage may not be used because no bolt on connections are allowed. All joints must be welded and attached to frame securely. Must use the hood, grill, front and rear fenders.

Any aftermarket UTV hood and fenders must maintain the appearance of the original UTV. All body parts must remain on the vehicle during the entire length of race (accidental damage excluded). The roof must be covered with sheet metal or aluminum. Minimum thickness recommended is .060

### **DOORS:**

Must have "X", "A", "V" or Ladder design bracing in door area and must use a minimum 1.5" outside diameter, .090" wall thickness 4130 chrome moly or 1018/1012 CDS/DOM. Doors that latch and/or open and close are not allowed.\*\* Door area must be completely covered with aluminum. Minimum thickness recommended is .060

\*\*Working doors are permitted if they are not a part of the roll cage and cockpit structure. Occupant area must have sufficient X braced door bars tied into the A and B pillars. If proper X braced door bars are installed an aluminum skinned working door is permitted.\*\*

**WINDOW NETS:**

All vehicles must have window nets covering sides in case of a rollover.

**HORN:**

All UTV's are required to have a working horn.

**SEATING:**

All vehicles must use seats designed specifically for racing applications manufactured by a recognized racing seat manufacturer. Stock seats must be completely removed. A recognized manufacturer that specializes in seats for racing applications must make all seats. 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. 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.

**TRANSMISSION:**

Must use the stock transmission and clutch design and must have a functional reverse gear. Internal modifications allowed but stock case must be used. The stock rear differential must be used.

**ROLL CAGE MATERIAL:**

All vehicles in 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.

All welds must be of high quality and craftsmanship with good penetration and with no undercutting of parent material.

**ROLLCAGE TUBING SIZE:**

Minimum Tubing Dimension;

UTV weight under 2000lbs OD 1.5" x ID .095"

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

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

For the purpose of determining tubing size, the UTV weight is a "dry" weight. Dry weight is race UTV without fuel, spare tires, tools and drivers.

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, rear vertical hoop, upper

door bars, door bracing, top interconnecting bars, rear down braces, diagonal bracing behind drivers head, lower rear interconnecting bar.

### **ROLL CAGE DESIGN:**

MORE believes that it is each competitor's responsibility to present a safe vehicle for pre-race tech inspection. All competitors must maintain your safety equipment including the roll cage integrity. No changes to the recommended minimum construction specification with respect to diameter or wall thickness are anticipated at this time. As in the past, MORE 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.

All roll cages must be designed and constructed with one front vertical hoop, one rear vertical hoop, two interconnecting top bars, two rear down braces, one or more diagonal brace, behind the drivers head and all necessary gussets. Front and rear cross over tubes must be gusseted to the side tube. 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 roll cage 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.

Roll cages must be securely mounted to the frame or body. All intersecting points must be gusseted and braced. Cab or body mounted roll cages must be bolted through the body structure and be attached by use of a minimum two 0.1875-inch thick 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 roll cages to body structure is strictly prohibited. Roll cage 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. 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 roll cage may be used. Gussets must be installed at all major intersections, including diagonal and rear down braces, where single weld fractures can affect occupant's safety Oxy-acetylene brazing on roll cage is strictly forbidden. 4130 chrome-moly is highly recommended for all roll cage construction.

MORE reserves the right to weight any vehicle at any time and check the wall thickness of the tubing used to build the roll cage. Vehicle weight will be kept private if requested by the competitor.

**BUMPERS:**

All UTV race vehicles must have rear bumper secured to frame using minimum 1.5" outside diameter, .083" wall thickness. Front and rear bumpers must stick out a minimum of 2" past the tires. Bumper ends must be made in such a way as to avoid 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. No hazardous front or rear bumpers,