MORE UTV CLASS RULES

Class 3900: Open UTV

Class 2900: Turbo Production UTV

Class 1900: Naturally Aspirated Production UTV

Any UTV 4-cylinders or less can run Class 1300 (4-cylinder sportsman) also
All MORE race vehicles require racing fuel cells

Class 1900: Naturally Aspirated Production UTV

Vehicles built on production based Naturally Aspirated UTV's that are manufactured by registered companies who issue VIN #'s. Vehicle must have been produced in quantities of at least 1000 units in the same configuration prior to being allowed to race. Vehicles can be built from a one, two or four seat UTV chassis as long as it is sold to the general public as a Naturally Aspirated production vehicle. Polaris RS1 is allowed to race in PRO NA. No Turbo vehicles allowed.

OVERALL MEASUREMENT RESTRICTIONS:
The max width 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.

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.

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 strengthened.

BUMP STOPS:
Suspension bump stops are allowed. They must be of the solid type. No air or hydraulic

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 a smaller chassis vehicle, so that vehicles will be able to recognize that they are approaching a smaller vehicle.

ENGINE LOCATION AND DISPLACEMENT:
The Maximum engine displacement is 1000cc.
Must use OEM stock engine cases and cylinder head. Internal components are open.

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. No aftermarket fuel controllers.

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. 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.

TRANSMISSION:
Must use the stock transmission and clutch design and must have a functional reverse gear.

DIFFERENTIAL
Any OEM front or rear differential may be used as long as it is available from the vehicle manufacture as a factory part. i.e. Polaris Razor uses Polaris part, Can-Am X3 uses Can-Am part etc…

CHASSIS:
The OEM stock frame may be added to for strength and durability or replaced entirely. All frames must retain the stock appearance, configuration, design, width and length.

BODY:
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

BUMPERS:
All UTV race vehicles must have bumpers secured to frame using minimum 1.5" outside diameter, .095" wall thickness. Front and rear bumpers must sick out a minimum of 2” past the tires. Bumper ends must be made in such a way as to avoid any sharp edges. Front bumpers must be a minimum of 24” wide and loop back onto supports or be capped flush at supports. Bumpers and nerf bars must be designed in a way as to reasonably inhibit two vehicles from becoming locked together.

DOORS:

Must have “X”, “A”, “V” or Ladder design bracing in door area and must use a minimum 1.5" outside diameter, .095" 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

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.

Single seat configuration is permitted.

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. 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 are required to have intrusion bars in the front windshield area. Intrusion bars can be configured in a single vertical bar, inverted V or V shape. The intrusion bar must be a minimum diameter of 1.5" OD with a minimum thickness of 0.120" wall for Seamless Mild steel 0.095" for 4130 Chrome Moly tubing. The maximum horizontal opening can be no larger than 30" at the widest point.

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 weigh 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.

Class 2900: Turbo Production UTV

Vehicles built on production based UTV's that are manufactured by registered companies who issue VIN #'s. Vehicle must have been series produced in quantities of at least 1000 units in the same configuration prior to being allowed to race. Vehicles can be built from a two or four seat UTV chassis as long as it is sold to the general public as a Turbo production vehicle.

OVERALL MEASUREMENT RESTRICTIONS:
The max width is 83" 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.

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.

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 strengthened.

BUMP STOPS:
Suspension bump stops are allowed. They must be of the solid type. No air or hydraulic 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 a smaller chassis vehicle, so that vehicles will be able to recognize that they are approaching a smaller vehicle.

ENGINE:
The Maximum engine displacement is 1000cc. Must be production based and use stock turbo; no aftermarket Turbos allowed. Must use OEM stock engine cases and cylinder head. Internal components are open. No Superchargers permitted. Turbo chargers must remain stock as delivered from the factory. No modifications. Engines that use water to air intercoolers can change or move the radiator from the intercooler. The intercooler itself must remain stock with no additional intercooler being used or added. Engines that use air to air intercoolers must remain OEM stock. Mounting location is open.

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. No aftermarket fuel controllers.

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. 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.

TRANSMISSION:
Must use the stock transmission and clutch design and must have a functional reverse gear.

DIFFERENTIAL
Any OEM front or rear differential may be used as long as it is available from the vehicle manufacture as a factory part. i.e. Polaris Razor uses Polaris part, Can-Am X3 uses Can-Am part etc…

CHASSIS:
The OEM stock frame may be added to for strength and durability or replaced entirely. All frames must retain the stock appearance, configuration, design, width and length.

BODY:
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

BUMPERS:
All UTV race vehicles must have bumpers secured to frame using minimum 1.5" outside diameter, .095" wall thickness. Front and rear bumpers must sick out a minimum of 2” past the tires. Bumper ends must be made in such a way as to avoid any sharp edges. Front bumpers must be a minimum of 24” wide and loop back onto supports or be capped flush at supports. Bumpers and nerf bars must be designed in a way as to reasonably inhibit two vehicles from becoming locked together.

DOORS:
Must have “X”, “A”, “V” or Ladder design bracing in door area and must use a minimum 1.5" outside diameter, .095" 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

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.

Single seat configuration is permitted.

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. 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 are required to have intrusion bars in the front windshield area. Intrusion bars can be configured in a single vertical bar, inverted V or V shape. The intrusion bar must be a minimum diameter of 1.5" OD with a minimum thickness of 0.120" wall for Seamless Mild steel 0.095" for 4130 Chrome Moly tubing. The maximum horizontal opening can be no larger than 30" at the widest point.

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 weigh 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.

Class 3900: Open UTV with 1000cc turbo or 2000cc N/A engine.

Vehicles built on production based UTV's that are manufactured by registered companies who issue VIN #'s. Vehicle must have been series produced in quantities of at least 1000 units in the same configuration prior to being allowed to race. Vehicles can be built from a two or four seat UTV chassis as long as it is sold to the general public as a production vehicle.

OVERALL MEASUREMENT RESTRICTIONS:
The max width is 83" 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.

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.

SHOCK ABSORBERS:
Multiple shocks per wheel permitted. Shock absorber mounting points may be moved and strengthened.

BUMP STOPS:
Suspension bump stops are allowed. Air or hydraulic bump stops permitted.
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 a smaller chassis vehicle, so that vehicles will be able to recognize that they are approaching a smaller vehicle.

ENGINE:
The Maximum engine displacement is 1000cc. Must be production based and use stock turbo; no aftermarket Turbos allowed. Must use OEM stock engine cases and cylinder head. Internal components are open. No Superchargers permitted. Turbo chargers must remain stock as delivered from the factory. No modifications. Engines that use water to air intercoolers can change or move the radiator from the intercooler. The intercooler itself must remain stock with no additional intercooler being used or added. Engines that use air to air intercoolers must remain OEM stock. Mounting location is open.

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. No aftermarket fuel controllers.

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. 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.

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

TRANSMISSION:
Must use the stock transmission and clutch design and must have a functional reverse gear.

DIFFERENTIAL
Open.

CHASSIS:
The OEM stock frame may be added to for strength and durability or replaced entirely. All frames must retain the stock appearance, configuration, design, width and length.

BODY:
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

BUMPERS:
All UTV race vehicles must have bumpers secured to frame using minimum 1.5" outside diameter, .095" wall thickness. Front and rear bumpers must sick out a minimum of 2" past the tires. Bumper ends must be made in such a way as to avoid any sharp edges. Front bumpers must be a minimum of 24" wide and loop back onto supports or be capped flush at supports. Bumpers and nerf bars must be designed in a way as to reasonably inhibit two vehicles from becoming locked together.

DOORS:
Must have "X", "A", "V" or Ladder design bracing in door area and must use a minimum 1.5" outside diameter, .095" 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

HORN:
All UTV's are required to have a working horn or siren.

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.

Single seat configuration is permitted.

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.
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Minimum Tubing Dimension;
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