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2017 BITD UTV RULES

Best In The Desert Racing Association / The American Off-Road Racing Series 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, 2017 these rules and regulations will govern all

Best In The Desert Racing Association / The American Off-Road Racing Series events.

All **Best In The Desert Racing Association** 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 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.

Best In The Desert Racing Association / The American Off-Road Racing Series rules and/or regulations are the sole property of **Best In The Desert Racing Association**. Use of these rules and/or regulations by any other organization or individual is forbidden, unless Best In The Desert Racing Association grants prior written approval and consideration is received by **Best In The Desert Racing Association**. **Best In The Desert Racing Association**, 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. **Best In The Desert Racing Association** is not liable for decisions and/or actions made by individuals, promoters, organizations or others using **Best In The Desert Racing Association / The American Off-Road Racing Series** 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. **Best In The Desert Racing Association** assumes no responsibility for consequences resulting from their voluntary application by any association, organization, manufacturer or individual.

Note: Best In The Desert Racing Association reserves the right to change the Rulebook as deemed necessary. These changes may occur at the beginning of each year, or throughout the year.

Revisions made on 1/1/2012: Pg 14 SEC16, Pg 17 SDC5, Pg 20 SCR1, Pg 23 SCR19: Lights, Pg 26

SCR26: Transmissions, Pg 34 SCR24, Pg 37 Class 5000, Pg 52-53 SCR24, SCR39, SCR49, Pg

67 SCR49:Chassis & Body, Pg 67 SCR49: Chassis & Body.

TERMINOLOGY DEFINITIONS

The terminology, definitions and abbreviations contained herein shall be used in the **Best In The Desert Racing Association/ The American Off-Road Racing Series** rulebook, supplementary rules, entry forms, and newsletters and for general use.

RULE USAGE

BEST IN THE DESERT RACING ASSOCIATION PROMOTION: Any and all racing related events fully produced by **Best In The Desert Racing Association**.

BEST IN THE DESERT RACING ASSOCIATION CO-PROMOTION: Another promoter working with **Best In The Desert Racing Association** to promote an event.

BEST IN THE DESERT RACING ASSOCIATION SANCTION: The documentary authority to organize and conduct an event as granted by **Best In The Desert Racing Association**.

ORGANIZATION TERMINOLOGY

BEST IN THE DESERT RACING ASSOCIATION: 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, seating capacity or any other method listed in this **Best In The Desert Racing Association/The American Off-Road Racing Series** rulebook. Classes may be combined at the discretion of **Best In The Desert Racing Association**.

Pro class entrants will be eligible to receive trophies, contingencies, and monetary awards in respect to their finishing position.

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

Note: To qualify for the **Best In The Desert Racing Association/The American Off-Road Racing Series** year-end points championship and year-end points money, competitors must enter *all Best In The Desert Racing Association/The American Off-Road Racing Series car/truck points* events during the year.

ENTRANT: A **Best In The Desert Racing Association** member whose entry is accepted for an event.

DRIVER OF RECORD: The person listed on an official **Best In The Desert Racing Association** entry form to be the main operator of a vehicle entered in an event. The driver 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 advanced approval of **Best In The Desert Racing Association**.

CO-DRIVER: A person listed on an official **Best In The Desert Racing Association** entry form as a cooperator of a vehicle that is eligible to drive or ride during the course of the race. The co-driver must sign all entry and release forms in person during the normal registration time at the same time as the driver of record is signing all entry and release forms. Identification may be required during registration. Special consideration registration may be permitted with advanced approval of **Best In The Desert Racing Association**.

CONTESTANT: A person listed on an official **Best In The Desert Racing Association** entry form to compete in a race as either a driver or co-driver.

OFFICIALS

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

CHIEF STEWARD: The associate executive officer of the Best In The Desert Racing Association, sharing responsibility for the on-course conduct of all race events, and carrying out other responsibilities as assigned by the Director.

RACE OFFICIAL: All individuals designated by the Director or Chief Steward to officiate at a Best In The Desert Racing Association event.

COURSE MARSHALS: The race officials appointed by the Best In The Desert Racing Association to assist the Chief Steward in the on-course conduct of a race event.

CHIEF TECHNICAL INSPECTOR: The race official appointed by the Best In The Desert Racing Association to direct the inspections of entrant's vehicles before and after each event, for technical and safety compliance with the Best In The Desert Racing Association's The American Off-Road Racing Series rulebook.

ASSISTANT CHIEF TECHNICAL INSPECTOR: The race official appointed by the Chief Technical Inspector and Best In The Desert Racing Association 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 and / or Chief Technical Inspector.

SCORING DIRECTOR: The race official appointed by the Best In The Desert Racing Association to direct the timing and scoring operations of a race event.

COMMUNICATIONS DIRECTOR: The race official appointed by the Best In

The Desert Racing Association to direct the radio communications network operations of a race event.

CHECKPOINT CAPTAIN: A race official appointed by the Best In The Desert Racing Association to direct the operations of their checkpoint and the immediate area around the checkpoint.

PAVED ROAD CROSSING CAPTAIN: A race official appointed by the Best In The Desert Racing Association 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 Best In The Desert Racing Association 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 Chief Steward.

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 the commitment made to **Best In The Desert Racing Association** 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

SGR: GENERAL RULES

SGE: ENTRANTS

SGD: DISQUALIFICATION

SEC: EVENT COURSE

SGP: PROTESTS

SIP: INFRACTION PENALTIES

SDC: DRIVER / RIDER, CO-DRIVER / CO-RIDER

SGPT: PITS

SGT: TECH-INSPECTION and IMPOUND

SCR: COMPETITION REGULATIONS

GENERAL RULES

SGR1: Off road racing is a hazardous sport in as being such, no entrant, pit crew member or vehicle sponsor shall have any claim for damages, expenses, lawsuits or otherwise against promoter, track operator, **Best In The Desert Racing Association**, its officers, agents or directors 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 promoter, track operator,

Best In The Desert Racing Association, its officers, agents or directors.

SGR2: The promoter or track operator may run any type of approved **Best In The Desert Racing Association** event.

SGR3: The director or chief steward 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: **Best In The Desert Racing Association** may issue special rulings to account for conditions presented by the location of the race, the condition of the course or any other circumstance.

SGR5: Special rulings and specifications will be considered as official amendments to the list of rules and regulations when issued by **Best In The Desert Racing Association** in written form in official **Best In The Desert Racing Association** publications.

SGR6: 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 **Best In The Desert Racing Association** publications.

SGR7: **Best In The Desert Racing Association** assumes no responsibility whatsoever for delays, postponements and/or cancellations of all or part of an event because of inclement weather, unsafe course conditions and/or any other reason.

SGR8: The director and chief steward 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 and chief steward.

SGR9: The director 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.

SGR10: No one falling under the jurisdiction of any race official(s) at any **Best In The Desert Racing Association** event shall subject said official(s) to improper language, physical abuse, threats or any other demeaning action.

SGR11: **Best In The Desert Racing Association** members are not employees of **Best In The Desert Racing Association**. **Best In The Desert Racing Association**

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 **Best In The Desert Racing Association** sponsored event(s).

SGR12: Best In The Desert Racing Association reserves the right to refuse and/or deny any entry application or person.

SGR13: Best In The Desert Racing Association uses the frequency of **151.490Mhz** as a main race channel. **Best In The Desert Racing Association** reserves the right to change the main race channel frequency if deemed necessary. **Best In The Desert Racing Association** will make all reasonable efforts to notify all entrants of the new frequency. All radio or other transmissions, which affect **Best In The Desert Racing Association** control communications, are strictly prohibited except in the case of medical emergencies.

SGR14: The checkpoint captains are the direct representatives of the chief steward at their respective checkpoints. Their area of responsibility includes 50 yards on either side of the checkpoint.

SGR15: 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 expressed permission will be permitted in this area. Failure to comply will subject the entry to penalties of up to and including disqualification.

SGR16: Classes may be combined at the discretion of **Best In The Desert Racing Association**. The combining of classes is for the sole purpose of allowing entrants to race. Entrants will be eligible for position money of the combined class and will be awarded points in their respective classes.

SGR17: The director shall have the authority to penalize, disqualify and/or suspend any entrant for violations of vehicle technical rules.

SGR18: The Director has the final decision on all issues involving any **Best In The Desert Racing Association** events. The Director has full discretion to make any final determinations, judgments, suspensions or penalties in relationship to all **Best In The Desert Racing Association** 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 **Best In The Desert Racing Association** 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 release form. All entrants under 18 years of age must have entry form notarized.

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 Best In The Desert Racing Association. If all documents are not signed with Best In The Desert Racing Association it may result in a vehicle disqualification.

SGE5: Deliberate abusive nerfing or bumping shall be reason for penalty, disqualification and/or suspension at the discretion of the director.

SGE6: All drivers and co-drivers of record as listed on the official **Best In The Desert Racing**

Association entry form must attend all drivers/riders 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 entrant has completed event registration, the starting position will be forfeited and the entrant will start at the rear of their class.

SGE8: A driver will not permit any other person other than a registered co-driver in the co-drivers normal riding position. 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, chief steward or a **Best In The Desert Racing Association** 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 **Best In The Desert Racing Association** events.

SGE10: Pre-Fun-Run and course knowledge obtained thereof is the responsibility of every entrant of the **Best In The Desert Racing Association/The American Off-Road Racing Series** 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 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 **Best In The Desert Racing Association**. There will be no pre-running or practice done in event-registered race prepared vehicles on or near the marked official **Best In The Desert Racing Association** 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 entrants' own risk.

SGE11: Failure to appear before the director when requested may result in a letter of reprimand and/or infraction penalty at the discretion of the director. Failure to

appear before the director 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.

DISQUALIFICATION

SGD1: Drinking intoxicating beverages in the official pre-race technical inspection area and post race areas (i.e., impound, 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 aforementioned shall be subject to suspensions from all future **Best In The Desert Racing Association** sponsored events. Violator must leave the premises immediately at the direction of the chief steward or the Director.

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. Entrant may also be suspended from future events for a period of one year.

SGD3: Any entry application containing a falsified signature will cause entrant to be disqualified and shall forfeit all prize money, points and contingencies won in that event. Entrant 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 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 Best In The Desert Racing Association designated areas set-aside for pits and/or gas stops. Best In The Desert Racing Association** retains the right to assess each situation and respond accordingly. (Situations involving safety are at the discretion of the Chief Steward or Director of **Best In The Desert Racing Association**. In the event that a vehicle breaks down on the course Best In The Desert Racing Association approves the following options. Any deviation from these options may result in entrant being disqualified.

1) Driver or Co-driver who is with vehicle at time of breakdown may walk to and from the nearest official **Best In The Desert Racing Association** designated pit stop only, in order to retrieve equipment or parts necessary to repair 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 **Best In The Desert Racing Association** designated pit stop will subject entrant to disqualification.

2) Another race-entered vehicle may pick up equipment or parts at the previous official **Best In The Desert Racing Association** designated pit stop and then deliver that equipment or parts to broken down vehicle. The race vehicle picking up the equipment or parts must travel in the proper direction on the course. Traveling backwards on the course will subject both entrants to disqualification. Any pit support vehicle or other than raced entered vehicle delivering parts to a broken down vehicle will subject entrant to disqualification.

SGD6: Any race entrant or their support personnel who subject any **Best In The Desert Racing Association** official, other race entrants or their support personnel to verbal threats and/or physical abuse will be brought before the director. The director 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: Best In The Desert Racing Association 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 **Best In The Desert Racing Association**. 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.

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.

SEC4: All entrants must report all accidents and/or breakdowns they may have witnessed. Entrant must inform a **Best In The Desert Racing Association** official at the next stop check point, 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 check point or pit stop that they come to or a Best In The Desert Official.

SEC5: Two battery-operated red flashing beacons, two long glow sticks or two red reflective devices must be carried in the vehicle. UTVs must carry 4 glow sticks when racing at night. UTVs must have 1 orange triangle “trucker style”.

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 track as the vehicle.

SEC6: Passing is not permitted within 300 feet on either side of any paved road crossing or stop checkpoint, except at the direction of a **Best In The Desert Racing Association** official. Failure to comply, subjects entrants to penalties of disqualification or a time penalty of 15 minutes for each occurrence at the discretion of the director.

SEC7: Any entrant who must discontinue the race must report, in person or via the stuck stub, to a checkpoint, paved road crossing, pit stop or start/finish 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; spotting for race vehicle; transportation of equipment and/or parts; landing on or near the race course in areas other than approved by **Best In The Desert Racing Association** 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 entrant’s disqualification.

Note: Requests for aircraft special use (i.e.: filming, observing, etc.) must be submitted to Best In The Desert Racing Association 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 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 stop checkpoints. The 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. Every vehicle must come to a complete stop at all Best In The Desert Racing Association designated paved road crossings. The 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.

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 or paved road crossing is a minimum *fifteen-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 and all vehicles may be checked for the technical inspection sticker at any or all checkpoints or paved road crossings. 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-raceentered

vehicle on the official course while an official event is still in progress.

Another race entered vehicle or an official **Best In The Desert Racing**

Association 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 or checkpoint. 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. **Best In The Desert Racing Association** officials may lend assistance to any race vehicle or the vehicle occupants in any manor **Best In The Desert Racing Association** deemed reasonable, such as retrieving the vehicle, pulling the vehicle, shuttling parts, tools and equipment, etc.

SEC14: Any individual may be registered as the **Driver of Record** for more than one vehicle at the same event. The **Driver of Record** can be registered in another race vehicle as driver/rider 2, 3, or 4.

SEC15: A marked course is that official route designated by and marked with official **Best In The Desert Racing Association** 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 will result in disqualification. Short coursing is defined as any

deviation from the marked course for any reason other than passing. No deviation from marked course including passing is permitted in sensitive areas. Deviation from the marked course in these areas is automatic disqualification. Sensitive areas are those, which are, marked by **Best In The Desert Racing Association** markings and DQ signs. **Best In The Desert Racing Association** 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 backwards on the racecourse at any time is prohibited. Driving backwards on the course is grounds for penalties of up to and including disqualification and/or suspension.

SEC16: Points – All Drivers of Record must be ENTERED & Race Vehicle must START in ALL races to be considered for a Year-End Championship podium position. The DOR must get in the vehicle during each race to be considered for a year-end championship (with exception see SDC5 pg 17.) Points awarded for miles on course, determined by the last Best In The Desert Stop Check vehicle cleared on the course if you DNF. All year-end ties are determined by the finishing record of the entrants involved. **A Tie** - If there is a tie after your points are computed, after the throw-out race, then the tie will be determined by whoever finishes the best at the last race of the year.

PROTESTS

SGP1: The director, with or without protest, has the right to penalize, fine, disqualify, and/or suspend any vehicle or entrant for violation of any **Best In The Desert Racing Association/The American Off-Road Racing Series** rules.

Another entrant within the same class may make technical protests as the entrant being protested. A five hundred-dollar (\$500) cash fee must accompany protests for each item protested. The protest must be in writing along with the fee and be delivered to the chief steward or Director no later than 30 minutes after the official end of time limit. If the protest is proved valid the \$500 fee will be returned to the protestor. If the protest is proved invalid the \$500 goes to the person who was protested. Protests considered by the chief steward that shows a lack of sportsmanship may not be accepted. The chief steward will direct the technical director to check the protested items. The decision of the race steward and director will be final. Interpretation of all rules along with violations and penalties thereof are at the discretion of **Best In The Desert Racing Association**. Penalties levied at the discretion of **Best In The Desert Racing Association** are final.

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 protestor or their designated representative. B. The protested competitor or their designated representative. C. The protested competitor's mechanic. D. **Best In The Desert Racing Association** officials.

E. **Best In The Desert Racing Association** Chief Technical Inspector who shall supervise the required inspection of the protested items(s).

F. At the discretion of **Best In The Desert Racing Association**, 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 chief steward or director no later than 30 minutes after the official time limit of event. A complaint may be verbally filed with any radio equipped **Best In The Desert Racing Association** official if entrant filing the complaint is broken down on the track. The official will notify the chief steward or director 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 **Best In The Desert Racing Association** in assessing 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 **Best In The Desert Racing Association** sponsored event.

A. Failure to appear before the chief steward and/or director when requested:
Letter of reprimand and infraction penalty.

A2. Second failure to appear before the chief steward and/or director when requested within one season: Infraction penalty and suspension for up to one year.

B. Three or more letters of reprimand in a single **Best In The Desert Racing Association** season: Loss of one position in last race entered.

C. Rolling through a stop checkpoint (i.e. failure to come to a complete stop):
Fifteen minute time penalty each occurrence.

D. Speeding through and/or unsafe racing up to or through a 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 **Best In The Desert Racing Association**: Disqualification.

F. Minor nerfing: One position.

G. Major nerfing: Disqualification.

H. Abusive conduct toward a race official: Disqualification, suspension, one hundred dollar (\$100) 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 **Best In The Desert Racing Association** sponsored event: Disqualification.

O. Rolling through a paved road crossing (i.e., failure to come to a complete stop): 15 minute time penalty each occurrence.

P. Speeding through and/or unsafe racing up to or through a paved road crossing: 15 minute Time Penalty or Disqualification.

SIP2: The Director has the final decision on all issues involving any **Best In The Desert Racing Association** events. The Director has full discretion to make any final determinations, judgments, suspensions or penalties in relationship to all **Best In The Desert Racing Association** rules and/or regulations.

DRIVERS— CO-DRIVERS

SDC1: 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 **Best In The Desert Racing Association** approval.

SDC2: Only entrants that are listed on official **Best In The Desert Racing Association** 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 the race vehicle, but the registered racer must get approval from a Best In The Desert race official. Registration is limited to a maximum of four entrants per vehicle.

SDC3: **Best In The Desert Racing Association** reserves the right to change race vehicle numbers and/or background colors.

SDC4: The driver of record must sign all entry forms and releases in person 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 **Best In The Desert Racing Association**.

SDC5: Only the Driver of Record will receive points. The race vehicle number will be assigned to the Driver of Record for the entire year. The Driver of Record must enter all points events to become a class champion. The points stay with the Driver of Record and the vehicle number for the entire year. Driver of Record does not have to start or finish, but must be registered to the race vehicle and must have signed all of the releases required by Best In The Desert Racing Association and cannot be replaced in the race vehicle with special exception approved by Best In The Desert.

PITS

SGPT1: No vehicle will be permitted to enter pit areas or race area without a valid **Best In The Desert Racing Association/ The American Off-Road Racing Series** pit pass. 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 **Best In The Desert Racing Association** 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, Best in the Desert Racing Association approves the following options. Any deviation from these options may result in entrant being disqualified

1) Driver or Co-driver who is with vehicle at time of breakdown may walk to and from the nearest official **Best In The Desert Racing Association** designated pit stop only, in order to retrieve equipment or parts necessary to repair 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 **Best In The Desert Racing Association** designated pit stop will subject entrant to disqualification.

2) Another race-entered vehicle may pick up equipment or parts at the previous

official **Best In The Desert Racing Association** designated pit stop and then deliver that equipment or parts to broken down vehicle. The race vehicle picking up the equipment or parts must travel in the proper direction on the course. Traveling backwards on the course will subject both entrants to disqualification. Any pit support vehicle or any other non-race entered vehicle delivering parts to a broken down vehicle will subject entrant to disqualification.

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 **Best In The Desert Racing Association** 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. **Best In The Desert Racing Association** reserves the right to change speed limits to account for conditions.

SGPT7: The Best In The Desert Racing Association 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.

SGPT9: All pits must have the equivalent of a UL approved two (2) 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 20 lbs. (i.e. two 10 lb., four 5 lb.). If 5 LB extinguishers are to be utilized, then the pit crew must man two fire extinguishers and be at the ready. All pit fire extinguishers must have current (less than one year old) 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.

TECH-INSPECTION & IMPOUND

SGT1: It is the entrants', drivers', owners', and sponsors' full responsibility to meet all **Best In The Desert Racing Association/The American Off-Road Racing Series** rules and regulations.

SGT2: Best In The Desert Racing Association 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: Best In The Desert Racing Association reserves the right to seal or impound any and all race vehicles.

SGT4: Best In The Desert Racing Association assumes no responsibility for impounded vehicles. **Best In The Desert Racing Association** intends to make reasonable efforts to ensure the vehicles' security.

SGT5: The director, chief steward and/or chief technical inspector may impound any vehicle or vehicle parts.

SGT6: No vehicle may be removed from an inspection area or impound area without permission from the director, chief steward and chief technical inspector. Failure to comply shall subject that entry to disqualification. Any vehicle not taken directly to the inspection or impound area when requested by the chief steward 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 **Best In The Desert Racing Association**, its officials or directors to any entrant who has illegal items seized.

SGT8: Entrants must make all reasonable effort to arrive at the registration and pre-race technical inspection during the hours listed on race information sheets. Failure to do so may result in penalties being placed on entrant at the discretion of **Best In The Desert Racing Association**.

The penalties are as follows:

- **First offense:** One hundred dollar (\$100) fine to be paid at registration and/or technical inspection area.
- **Second offense:** One hundred dollar (\$100) fine and a 5-minute per 100 miles of course time penalty (i.e., 200-mile course will result in a 10-minute time penalty).
- **Third offense and on:** One hundred and fifty dollar (\$150) fine and a 10-minute per 100 miles of course time penalty (i.e., 200-mile course will result in a 20-minute time penalty).

SGT9: Best In The Desert Racing Association reserves the right to apply frame identification markers to any and all vehicles that participate in "The American Off-Road Racing Series." 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 frame identification marker is damaged or must be removed to facilitate repairs to vehicle then the driver of record for the vehicle must notify **Best In The Desert Racing Association** 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 **Best In The Desert Racing Association** of the number.

PRE-RACE TECH

SGT10: Each vehicle must pass a safety inspection before it will be permitted to race in any **Best In The Desert Racing Association** 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 Best In The Desert Racing Association decal must be placed on each side of the vehicle in a prominent location. Best In The Desert Racing Association 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 Best In The Desert Racing Association Tech Team to place any special event decals on each side of the race vehicle (i.e Best In The Desert Racing Association decal or Best In The Desert Racing Association sponsor decal, or event sponsor.) Failure to comply could result in a time penalty

SGT11: 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 **Best In The Desert Racing Association**, its officials or directors to any entrant who has illegal or deemed unsafe items seized.

SGT12: Pre-race impound will be at the discretion of **Best In The Desert Racing Association**. 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 **Best In The Desert Racing Association** to enter impound after vehicle is placed in impound. **POST-RACE-TECH**

SGT13: **Best In The Desert Racing Association** reserves the right to subject any vehicle to a mechanical inspection at the discretion of the chief steward 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 **Best In The Desert Racing Association** sponsored events.

SGT14: The chief steward or director 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 **Best In The Desert Racing Association** events.

SGT15: Post-race impound of all finishing vehicles is at the discretion of **Best In The Desert Racing Association**. Impound time limit is one hour after the official finish of the race. **Best In The Desert Racing Association** 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 entrants disqualification and suspension from all **Best In The Desert Racing Association** 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. **Best In The Desert Racing Association's** intent when prescribing specifications for safety equipment for vehicles that will compete under **The American Off-Road Racing Series** rules is to provide reasonable protection to all entrants, pit crews, officials and spectators. **Best In The Desert Racing Association** 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: HELMETS

Helmets must be of approved by one of the following; **Snell M2000 / SA2000 / M2005 / SA2005 DOT / ECE 22-05 / BSI sticker attached**. Straps must have Dring 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).

Best In The Desert Racing Association strongly recommends that entrants use helmets specifically designed for racing.

SCR2: PROTECTIVE CLOTHING

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 made from fire-resistant material with the manufacturer's fire resistant rating label attached. A minimum of a twolayer fire suit, fire resistant gloves and footwear are very highly recommended. **Best In The Desert Racing Association** 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.

SCR3: EYE PROTECTION

Shatter resistant eye protection is required for all entrants competing in a **Best In The Desert Racing Association** 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: NECK RESTRAINT

Best In The Desert Racing Association strongly recommends that any and all persons driving or riding in any class race vehicle wear a neck restraint designed for racing.

SCR5: 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: BREAKDOWN SAFETY DEVICES

1 battery-operated red flashing beacon or 1 red reflective breakdown triangle device must be carried in the vehicle. UTVs racing at night must carry 4 glowsticks. Reflective devices must be at least 12 inches high and 12 inches long and be free standing (similar to trucker's breakdown triangles). **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 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.

SCR7: HORNS

All vehicles must have a loud sounding Siren. Sirens must be very audible from a distance of 100 feet in front of the vehicle. Horns are permitted, in addition to the required siren.

SCR8: 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.

SCR9: FIRE EXTINGUISHER

Each vehicle must carry 2 portable UL approved 2.5-lb. ABC-class dry chemical type or equivalent Halon fire extinguisher. Fire extinguisher must have a gauge, be fully charged, and be easily accessible from inside of the vehicle. The second 2.5-lb. ABC-class, dry chemical fire extinguisher 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 in addition to the portable fire extinguisher. Portable and on-board fire extinguishers must have a current (less than one year old) fire marshal's seal and attached label.

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.

SCR12: WHEELS

Revised 2/21/11 - Each wheel on the vehicle including all spares must have the vehicle's number **STAMPED** on the outside of each wheel, within 2 inches of the valve stem. The **STAMPED** number must be a minimum 1/4 inch tall.

SCR14: 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: 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. Best In The Desert Racing Association must consider steering reasonably safe before vehicle is permitted to compete.

SCR16: 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. All UTVs are required to have a battery On/Off switch.

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. All UTVs are required to have a Battery On/Off switch

SCR20: STARTER

All cars, trucks and UTVs 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: 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 **Best In The Desert Racing Association.**

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. 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.

SCR23: 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. 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.

The vent line must extend to the highest point of the roll cage 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:** 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. Then the vent line must 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. 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-checkvalve

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.

SCR24: Best in the Desert – Safety Advisory for 2012:

All competitors should review Race Fuel Safety:

Fuel Injected Motors: Because of the recent 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. Fuel In Pits: All pits must have two (2) 10-lb. fire extinguishers out ready to use! Random checks will be made and time penalties may be assessed if extinguishers are not ready.

ENGINE TRANSMISSIONS & DRIVELINES

SCR24: ENGINE LOCATION & DISPLACEMENT

Where applicable engine displacement and location must adhere to class rules. Engine displacement and location may be checked by **Best In The Desert Racing Association**. **Best In The Desert Racing Association** reserves the right to mark engine blocks prior to an event.

SCR25: ENGINE REPLACEMENT

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

SCR26: TRANSMISSION

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

SCR27: 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 **Best In The Desert Racing Association**.

SCR28: 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.

SCR29: 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: 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: FLUID COOLERS

Oil coolers, transmission coolers and radiators located ahead of the driver and codriver 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: 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.

SCR 33: TURBOCHARGERS

Aftermarket turbochargers **are** allowed in the UTV Unlimited Class. UTV Pro Turbo production class **does** allow turbochargers, they must be stock factory equipment. No changes, adjustments or modifications are allow, the turbo must remain exactly as delivered from the factory. Turbochargers, and Turbo engines must be sealed.

SCR35: SAFETY HARNESS

All vehicles must have a heavy-duty type five-point fast release latch (*no push button type*) seat belt, anti-submarine strap and shoulder straps with metal-to-metal buckles and connectors for each occupant. The five-point harness system shall consist of one 2-inch wide anti-submarine strap, one 3-inch wide seat belt and two 3-inch wide shoulder straps (*no "y" type shoulder belts permitted*). Chest buckles are optional. Harness material shall be made of nylon or Dacron polyester. Harness must be in new or perfect condition with no cuts, frayed layers, chemical stains, or excessive dirt and must be in flexible condition (i.e. material must not be rigid). **All harnesses must show the manufacturer's name and the month and year of manufacture. All harnesses must be installed per the manufacturer's instructions and must follow S.F.I. standards. All belts must be replaced after three years from the month and year of manufacture. No portion of the harness may be altered in any fashion from the manufacturer's standard 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.** (Revised 11/8/11)

The five-point harness must be mounted to the main structure members of the same size and dimension as the roll cage and be gusseted. The structure members must be in the following locations. Anti-submarine belt to the floor structure as close to the front of the seat as practical in order to exert maximum restraint to the upward movement of the seat belt and shoulder straps. Shoulder straps must be mounted behind the occupants seats and be located a minimum of 4 inches below the top of the occupants shoulders. Seat belt should be mounted a minimum of 2.5 inches forward of the intersection of the back of the seat and the sitting portion of the seat. All adjustment buckles must be a minimum distance of 1.5 inches from the seat to prevent loosening or chafing. Mounting hardware must be a minimum of 0.312-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. If a wrap around type harnesses is used, care must be taken to prevent them from slipping and chafing from sharp frame components. Wraparound harnesses are highly discouraged.

SCR36: SAFETY NETS

Best In The Desert Racing Association approved safety nets are mandatory on all vehicles and must cover the complete open area of the cockpit on both sides of the vehicle. The maximum gap allowed between the net and the roll cage tube is 3". 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: hose clamps, snaps, heavy-duty nylon ties, lift-a-dot, metal hooks and steel rods. Steel rods are acceptable methods of bottom fastening. The roof must be covered with sheet metal or aluminum.

Best In The Desert Racing Association 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.

SCR38: 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.

SCR43: 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.

SCR45: 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: SKID PLATES

Skid plates designed to reasonably protect the front suspension, steering and brake components are recommended on all vehicles. Skid plates must be made of metal and be securely attached. UMW or UHW material is acceptable but not recommended. Skid plates should cover drivers compartment, engine, transmission and front and rear differential

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: CHASSIS & BODY

All body parts must remain on the vehicle (accidental damage excluded) during the entire length of race. Body and chassis series must be maintained with the body and chassis combination as specified in class rules.

All repairs must meet with the approval of **Best In The Desert Racing Association**. Photographic evidence of the damaged frame may / will be required for approval of repair work. Entrants must notify **Best In The Desert Racing Association** of required frame repair before starting repair work. If frame damage occurs at a **Best In The Desert Racing Association** 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: IDENTIFICATION MARKERS

All vehicles in competition must display the official **Best In The Desert Racing Association** 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 **pro-class** entries must have black numbers on white backgrounds. If vehicle is white then the number area must be outlined in a $\frac{3}{4}$ " black line around the numbers. There must be a gap of at least $1\frac{1}{4}$ " between the black line and the numbers. Any number location that is deemed by **Best In The Desert Racing Association** to be too hard to read will have to be changed prior to vehicle competing in the event. All **sportsman-class** vehicles will have black numbers on a yellow background. If vehicle is yellow then the number area must be outlined in a $\frac{3}{4}$ " black line around the numbers. There must be a gap of at least $1\frac{1}{4}$ " between the black line and the numbers. This is mandatory. No other combination will be permitted. Front #s 4 inch, Rear #s 6 inch, Side #s 8 inch or bigger

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 meet with the rules, regulations and approval of **Best In The Desert Racing Association**.

SCR54: 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. **Best In The Desert Racing Association** 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.

SCR55: SCORING TRANSPONDERS

All vehicles in competition shall have a transponder mandated by Best In The Desert Racing Association. All transponders shall be securely attached to the race vehicle on the Driver's side A-pillar.

SCR56: VEHICLE REFUELING

All vehicles (including car, truck, motorcycles, utv's, atv's) may only be refueled with vented fuel cans or gravity fed fuel towers. Pressurized fuel systems may be used for Cars & Trucks Only. Must be approved by Best In The Desert **Overhead Fuel Towers and Pressure Systems**: Fuel towers must be at least 20' from the racecourse. All towers must have a **MANNED** spring loaded dead man valve (ball, gate, butterfly) to automatically close the line when the handle is released. The hose must have a break-a-way feature in the event the vehicle departs with the hose still attached.

1. Fuel Pressure System and Overhead towers must have double redhead dry brake with return back to the fuel system tank.
2. No larger than a -10 vent line with a visible check valve
3. (2) 20lb fire extinguishers (1) manned by a dedicated person or persons – **strongly recommended** that a fire extinguisher class be taken. **May become mandatory in future**
4. All Teams using fuel pressure system or fueling tower **must register with Best In The Desert** so their systems can be inspected.
5. Catch Can for fuel vent line, fuel must not come in contact with ground and be controlled.
6. Fuel Pressure systems must have a 10lb max pressure relief valve for the tank.

All teams not compliant to these rules are subject to a penalty up to disqualification.

Best In The Desert recommends refueling and pit teams wear fire suit and helmet.

Best In The Desert reserves the right to disallow any fueling system deemed unsafe.

Mandatory at all pits must have a minimum of Two (2) 10lb extinguishers at refueling area.

Mandatory at all pits a fuel catch is required example, carpet, tarp, cardboard and tub or bucket to catch overflow. **We highly recommend that you have the fuel tower grounded.**

2017 BITD UTV CLASS SPECIFIC RULES:

UPDATED 11-7-16 PLEASE NOTE ALL BITD GENERAL AND SAFETY RULES MUST BE FOLLOWED.

ALL UTV VEHICLES MUST USE A SAFETY TRACKING SYSTEM FROM RACING TRAX.COM 801-836-5198 AT ALL BITD RACES THAT HAVE TRUCKS AND BUGGIES ON THE TRACK WITH THE UTV VEHICLES.

ANY RULE CHANGES OR UPDATES WILL BE POSTED ON WWW.UTVRA.COM
CORY SAPPINGTON IS THE BITD UTV TECH INSPECTOR AND FOUNDER OF THE BITD UTV CLASS. PLEASE CONTACT CORY WITH ANY QUESTIONS. IF YOU ARE A NEW RACER PLEASE CONTACT CORY BEFORE YOU SHOW UP FOR YOUR FIRST RACE CORY'S PHONE # IS 602-769 – 6164 EMAIL DESERTTOYZ@HOTMAIL.COM

Pro Turbo Production UTV Class definition: The Pro Turbo production class vehicles are built using production Turbo UTV's, manufactured by registered companies, i.e. Polaris, Can-Am, Artic Cat, that issues Vin #'s. Companies must produce a minimum number of 1000 units per year. UTV's must have a minimum of 2 seats. OEM engines must be used unless specified for the class. All OEM engine electronics must be used unless specified for the class. Maximum engine size is 1000cc. Must use hood, grill, front and rear fenders from the UTV. The Pro Classes do have a points championship, a points championship fund, and an individual race purse.

Pro Production UTV Class definition: The Pro UTV production class vehicles are built using production UTV's, manufactured by registered companies, i.e. Yamaha, Polaris, Can-Am that issues Vin #'s. Companies must produce a minimum of 1000 units per year to be accepted. UTV's must have 2 seats. OEM engines must be used. Maximum engine size is 1000cc. Must use hood, grill, front and rear fenders from the UTV. This Pro Class does have a points championship, a points championship fund, and an individual race purse.

Pro Unlimited UTV class definition: The Pro Unlimited UTV class vehicles are built using a factory UTV frame or a full tube custom frame. Motorcycle, snow mobile or UTV engine must be used. Maximum engine size 1000cc. No car engines. Turbo chargers and superchargers are allowed. Must use Hood and front fenders from a UTV. Must have 2 seats. Max wheelbase 134". The 134" wheel base can be achieved by cutting the factory frame or built into the custom tube frame. Any type of suspension is allowed. This is an open UTV class, with the exception of wheelbase 134", width 80" and tire size 32". This Pro Class does have a points championship, a points championship fund, and an individual race purse.
Any UTV is legal to race in the Unlimited UTV class. Any racer that enters

this class must stay in this class for the remainder of the season, although, they can move to the sportsman class if they do not want to race Pro.

Sportsman UTV class definition: The Sportsman class is for any UTV team that wants to race but does not care, to race for championship points or prize money. The Sportsman class has lower entrée fee. Any UTV vehicles that are not built to the Pro UTV production class rules, but are classified as a UTV by a BITD UTV tech inspector will be allowed race in the Sportsman UTV class.

All UTV's must be pre-approved before racing in their first BITD event.

Minimum requirements to be classified as a UTV are; Pro Turbo production class and Pro Production class max width is 77", measured outside of tire to outside of tire at ride height. The wheel base must not exceed 8" over the stock dimension. The Max tire size is 32"

Unlimited UTV wheel base may be no longer than 134" Max width is 80 inches, measured outside of tire to outside of tire at ride height. No car engines. Max tire size for all UTV classes is 32 ". All vehicles must pass all BITD safety requirements and be approved by the BITD UTV Tech Inspector.

ANYTHING NOT BUILT IN COMPLIANCE WITH THE SPIRIT OF THE CLASS MAY BE DEEMED INELIGIBLE TO RACE, COLLECT POINTS, TROPHIES, PRIZE FUNDS, AND CONTINGENCY. PLEASE CONTACT THE BITD UTV TECH INSPECTOR WITH ANY QUESTIONS AT DESERTTOYZ@HOTMAIL.COM

UTV Tech Inspection: Tech inspection is required at each race for all UTV race vehicles. Best in the Desert requires that all UTV be tech inspected at each Best In The Desert race.

UTV-1 PENALTIES:

At the discretion of the race director, Any UTV race team caught breaking these rules "cheating" will receive a minimum penalty of, Disqualification for the race and a 1 race suspension. Best in the Desert has the right to mark, tag or seal any part of a race UTV. Best in the Desert has the right to confiscate any engine at any time for the purpose of class compliance inspection. A fee may be required for the inspection.

UTV-2 OCCUPANTS:

All UTV's race vehicles must have a driver and a co-driver in the vehicle for the entire race.

UTV-3 DRIVER'S MEETING:

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

UTV-4 RADIO & COMMUNICATIONS:

A VHF type radio is required in all race vehicles. **All UTV race vehicles must**

have their team radio frequency posted inside their vehicle on the passenger side roof area. Best In The Desert official Frequency is 151.490. The Best in the Desert frequency is required on every radio. All race teams are required to provide team specific radio frequency information to the BITD.

UTV-5 SUSPENSION:

Pro Turbo Production and Pro Production UTV classes: All suspension mounting points 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.

Unlimited UTV class suspension: Is open. Any placement is allowed. Any type of suspension is allowed. Any design of suspension is allowed.

UTV-6 OVERALL MEASUREMENT RESTRICTIONS:

The max width for the Pro Turbo Production and Pro Production UTV classes is 77" 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.**

Unlimited UTV class Max wheel base is 134". Wheel base is measured for center of spindle to center of spindle. The max width is 80" and is measure from outside of tire to outside of tire at ride height.

UTV-7 SHOCK ABSORBERS:

Pro Turbo Production and Pro Production UTV classes: 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.

Unlimited UTV class Two shocks per wheel is allowed. Shocks can be mounted in any position.

UTV-8 BUMP STOPS:

Pro Turbo Production and Pro Production UTV classes: Suspension bump stops are allowed. They must be of the solid type. No air bump stops.

Unlimited and Sportsman UTV classes: Any bump stops can be used.

UTV-9 TORSION SYSTEM:

Pro Turbo Production and Pro Production UTV classes: The only torsion system that is allowed is a coil-over shock.

Unlimited and Sportsman UTV classes: Any torsion system is allowed.

UTV-10 TIRES:

All UTV classes Maximum tire size is 32x10.5x15. Tire must have manufacture size on tire and say 32". No multiple tires per corner permitted.

UTV-11 WHEELS:

Maximum size is 15". **All wheels must be stamped or engraved on the outside, within 3" of the valve stem, with the race vehicles number, this includes spares. The minimum stamp size of the number is ¼".**

UTV-12 STEERING:

Pro Turbo Production and Pro Production UTV classes: Power steering is permitted. Turning or steering brakes are not permitted.

Unlimited and Sportsman UTV classes: Turning or steering brakes are allowed. Power steering is allowed.

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. 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 drivers compartment must be covered and may not be liquid filled.

UTV-14 SAFETY LIGHTS:

ALL 4 REAR FACING SAFETY LIGHTS MUST BE WIRED TO THE BATTERY SWITCH. NO OTHER SWITCHES MAY BE IN LINE TO THE SAFETY LIGHTS

All UTVs must have a minimum of two taillights, two brake lights. All UTVs must have 4 rear facing safety lights. The 4 required rear facing safety lights are; 1 steady amber, 1 flashing amber, 1 blue light steady. All 3 of these safety lights must be LED, a minimum of 2000 lumens and 4 bulbs.

THE 4th MANDATORY REAR SAFETY LIGHT IS A SPEC BLUE STROBE LIGHT. THIS SPEC BLUE LIGHT MUST BE PURCHASED FROM KC HILITES 928-635-2607. THIS LIGHT MUST BE MOUNTED AS HIGH UP ON THE CAGE AS POSSIBLE AT A MINIMUM OF 48" AND REAR FACING.

The amber flashing and blue strobe is an attempt to identify the UTV class vehicle, so that faster vehicles will be able to recognize that they are approaching a slower vehicle. Safety lights must be approved by the BITD UTV Tech Inspector. Federal Signal, Rigid, Tribal Whips and KC Hilites have been approved. Other manufactures may be approved call the BITD UTV Tech inspector for more information. **BITD rules state that all safety lights must be working at all times, if a light fails to work it must be fixed at the next pit stop, or the vehicle cannot continue.**

NOTE--The blue light should only be used during an official race. Previous incidents report this is illegal on roads and BLM, State, or public lands.

All lights must be in operating condition at time of inspection. All rearward-facing lights (taillights, brake lights, blue light, and amber lights) must be in operating condition before the vehicle will be permitted to start the race. All rearward-facing lights must be protected against damage in the event of a rollover. Tail lights/brake lights must be at least 3 inches in diameter, or meet Best In The Desert Racing approval. They must be mounted in such a manner as to be clearly visible from the rear of the vehicle. Rearward facing amber lights and blue light must be approved by the BITD UTV Tech Inspector. The amber lens must be deep-coated amber in color (no other color is permitted). The blue lens must be medium coated blue in color (no other color is permitted). The amber lights and blue light 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 lights and blue light must be placed so that an approaching driver's vision is not impaired. The amber lights and blue light must remain on during the entire race.

UTV-15 ENGINE LOCATION AND DISPLACEMENT:

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

All UTV engines must have the bolts required to seal the engine predrilled with a 5/64" hole before racing. Please call for clarification on which bolts to drill. Cory S 602-769-6164

Pro Production UTV class: 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, as long as the chassis design is the same. Engine displacement and location may be checked by BITD UTV TECH INSPECTOR at any time. BITD reserves the right to mark or seal any part of the engine prior to a race. Engines may be impounded after the race for the purpose of inspection.

Pro Turbo Production UTV class: All engine and engine parts must remain stock OEM as delivered from the factory. No aftermarket engine parts are allowed. No changes or modifications to the engine are allowed. The engine must exactly as delivery from the factory and available to any consumer. No porting, polishing, balancing or any other changes or modifications. Air cleaner, header pipe, exhaust pipe, muffler and clutch can be changed and or modified. Turbochargers must be OEM stock. No modifications or changes are allowed.

PRO TURBO PRODUCTION ENGINE COMPLIANCE AND INSPECTION;

Turbocharged engines and Turbochargers must be inspected and sealed prior to racing. Please call before you race to schedule your inspection.

Cory S 602-769-6164.

AT ANY TIME A UTV COULD BE IMPOUNDED FOR THE PURPOSE OF ENGINE COMPLIANCE INSPECTION. THERE MAY BE A FEE CHARGED FOR THIS INSPECTION. IF THE ENGINE IS FOUND TO BE MODIFIED, CHANGED OR HAVE AFTER MARKET PARTS THE RACER WILL RECEIVE A PEANALTY WHICH COULD BE DISQUALIFICATION. THE RACER COULD RECEIVE A PENALATY THAT WOULD NO LONGER ALLOW TO RACE IN THE CLASS FOR THE REST OF THE YEAR AND A FINE OF UP TO \$2000 WILL HAVE TO BE PAID TO BEST IN THE DESERT. ONLY THE RACE DIRECTOR CAN ISSUE A PEANALTY.

IF YOU HAVE RECEIVED OR PURCHASED A NEW TURBO UTV FOR THE PURPOSE OF RACING WITH BITD, CALL CORY AS SOON AS YOU RECEIVE YOUR UTV TO HAVE YOUR ENGINE INSPECTED AND SEALED.

UTV-15T TURBOCHARGER, ECM/ECU, BLOWOFF VALVES, THROTTLE BODY, INNER COOLER:

Pro Turbo Production UTV class;

ECM/ECU IS OPEN. any modifications, alterations and or changes are allowed.

TURBOCHARGERS MUST BE OEM FACTORY. Turbochargers must remain OEM stock, exactly as delivered from the factory. Turbochargers may not be modified, altered and or changes. Turbochargers will be checked and sealed by the BITD UTV Tech Inspector or one of his representative.

BLOWOFF VALVES ARE OPEN.

THROTTLE BODY OEM STOCK THROTTLE BODY MUST BE USED. no modifications, alterations and or changes are allowed.

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.

Pro Production UTV class;

ECU/ECM IS OPEN. any modifications, alterations and or changes are allowed.

THROTTLE BODY MUST BE OEM STOCK. modifications, alterations and or changes are allowed.

INNER COOLER Turbo charged engines that use air to air inner coolers must use the OEM stock inner cooler, no other inner cooler can be used, location is open.

Turbo engines that use a water to air cooled, inner coolers can change or modify the radiator for the inner cooler. The inner cooler itself must remain stock. No other inner cooler can be used or added.

Unlimited and Sportsman UTV classes; Any turbocharger is allowed. Any modifications are allowed. Any ECM/ECU is allowed. Any fuel controller is allowed. Any engine electronics are allowed.

UTV-15FD FUEL DELIVERY:

Pro Turbo Production and Pro Production classes: The fuel delivery system must remain the same design and configuration 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. Fuel injectors may be check by BITD tech.

Unlimited and Sportsman UTV classes;

All fuel delivery components are open.

UTV-16 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.

UTV-17 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 **Best In The Desert Racing Association.**

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.

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.

UTV-18 FIREWALLS:

All vehicles must have an aluminum or metal firewall separating the driver’s compartment from the danger of fire from fuel supplies. Rear mounted fuel cells require a minimum firewall which must be liquid tight and must extend at least 4 inches above the top of the fuel cell, covering from side to side. Any fuel cell placed in the driver compartment must have a fire wall that covers the fuel cell, filler neck and fuel lines. 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 may be used to seal a hole between the firewall and the item passing through the firewall. Stock UTV engine covers meet the **engine firewall** requirement for the Pro UTV Production class. However a fuel cell firewall is still necessary. For UTVs with fuel injection it is recommended to completely cover the engine with aluminum.

UTV-19 FUEL FILLER SPLASH GUARD:

The intent of the splash guard is to keep fuel from being splashed on the driver and or passenger when the UTV is being refueled. Splash guards must surround the fuel filling area in such a way that it provides protection from fuel spilling onto the driver and or passenger when inserting and removing the fuel filler jug.

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

Pro Turbo Production and Pro Production classes 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. **Please contact the BITD UTV Tech Inspector for a better description. Any modifications or repairs to the stock chassis (frame) must be pre-approved by the Best in the Desert tech inspector.** 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. **Pro Turbo production and Pro Production** classes must use the hood, grill, front and rear fenders. **Pro Unlimited** class must use the hood and front fenders.

Any aftermarket UTV hood and fenders must maintain the appearance of the original UTV. All after market or custom hoods and fenders must be preapproved by the BITD UTV Tech Inspector. 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

UTV-21 DOORS, WINDOW SAFETY NETS:

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. Safety nets are mandatory on all vehicles and must cover the complete open area of the cockpit on both sides of the vehicle. The maximum gap allowed between the net and the roll cage tube is 3". 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: hose clamps, snaps, heavy-duty nylon ties, lift-a-dot, metal hooks and steel rods. Steel rods are acceptable methods of bottom fastening. The roof must be covered with sheet metal or aluminum. **Best In The Desert Racing Association** 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.

UTV-22 SIREN:

All UTV's are required to have a **SIREN** that is a **LOUD**. No horns.

UTV-23 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.

UTV-24 TRANSMISSION:

Pro Turbo Production and Pro Production classes must use the stock transmission and clutch design. Pro Turbo Production and Pro Production classes must have a functional reverse gear. The stock front and rear differential must be used.

UTV-25 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. 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 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. **This means that the 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 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-27 ROLL CAGE DESIGN:

Best in the Desert Racing Association 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, Best In The Desert Racing Association 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. BITD 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.**

UTV-28 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, front to back. This is to prevent tires from touching when nerfing.** 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, nerf bars, frame heads or other protruding objects from vehicles are permitted.

UTV-29 IDENTIFICATION NUMBERS, MARKERS, AND STICKERS:

All vehicles in competition must display the official Best In The Desert Racing 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 described herein. Best In The Desert Racing Association assigns vehicle numbers. Call BITD to get a number.

All Pro UTV class vehicles can have any color numbers on any color background.

Sportsman UTV class must have black numbers on a yellow background.

This is mandatory. No other combination will be permitted. **ALL NUMBERS MUST BE EASY TO READ. IF THEY ARE NOT, YOU WILL BE REQUIRED TO CHANGE THEM.**

All vehicles in competition must display the official Best in the Desert Racing Association decal on both sides of the vehicle. All vehicles in competition must have identification numbers in the following locations and sizes: Minimum 8" tall with 1"-wide stroke on each **side** of vehicle in line with the occupants. Minimum 6" tall with 1"-wide stroke on the **rear** of vehicle and is plainly visible from the rear. Minimum 4" tall located on the **front** of vehicle or roof and is plainly visible from the front of the vehicle.

UTV-30 PIT-SUPPORT VEHICLES:

All pit-support vehicles will have minimum 4-inch high white numbers (number of vehicle pitting for) on both sides of vehicle on side windows, on upper passenger side corner of front windshield and on rear window. Some of the BITD 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 side. These pit passes are handed out at the race.

IMPORTANT: All rules are tentative and may be changed or updated as the BITD season progresses in accordance with the 1800/1900/2900 UTV classes. Please contact the BITD UTV class Tech Inspector Cory Sappington at 602-769-6164 or email at deserttoyz@hotmail.com with any

**questions or for more information on these rules. Please check the web site
www.utvra.com for updates throughout the 2017 season.
Thank you for racing with Best in the Desert.**