



Rule Book 2016

Schedule

March 19 th Tuscumbia, AL	September 17 th Shreveport, LA
April 30 th Tuscumbia, AL	October 22 nd Tuscumbia, AL
May 21 st Shreveport, LA	November 12 th Tuscumbia, AL
June 25 th Tuscumbia, AL	December 10 th Tuscumbia, AL

Race Length

The UTV Rally Raid Sportsman Race will be a 2 hour race in the morning prior to the Endurance Race. The UTV Rally Raid Endurance Race will be a 4 hour race starting two hours prior to sunset.

UTV Rally Raid does not provide medical insurance for competitors, and we urge you not to compete without it. Medical insurance is the sole responsibility of the competitor.

General Car Setup

All UTVs will be required to meet the UTV Rally Raid minimum safety standard requirements, which include: 4-point harnesses, solid hardtop over a 4-point cage that is tied in the frame of the vehicle, solid doors or door bars that extend from the b-pillar at shoulder height to the a-pillar at the ankle/knee height, 1-2.5pd rated fire extinguishers.

Window nets or arm restraints are required.

Four-point harnesses are required.

Vehicle numbers must be visible and in high contrast to the paint scheme. Vehicle numbers must remain visible during a race so number placement should be as follows: on either side of the vehicle, rear facing and front facing numbers. Number should be no smaller than 6 inches in height, nor narrower than 1 inch each.

A loud horn is required to be in working order at the time the race starts.

A rear facing amber or yellow "dust" light is recommended, this light must be visible in daylight and high dust conditions.

Machine Width: UTV machine width can be a maximum 68 inches;

SFI Single-layer fire suit (1 or 2-piece jacket/pants).

Rear tail/brake lights must remain on at all times.

No nitrous oxide

Machines may be tested by officials any time prior to, during or after the event.

2016 UTVRR Class Divisions

Sportsman Class

(2 Hour Race)

Any production SxS, under 900cc production nomenclature (N/A, non-turbo or supercharged)

900 Class

(4 Hour Main)

Any production SxS, under 1000cc production nomenclature (N/A, non-turbo or supercharged)

Modifications:

Suspension Modifications (No limitations, other than 68" maximum width)

i.e. – Shocks, A-Arms, Trailing Arms, etc.

Safety Modifications (to bring vehicle within class safety specifications)

i.e. – Roll Cage, Doors, Window Nets

Engine Modifications (No internal motor modifications)

i.e. – Exhaust, Intake, Tuner (Programmer) - Accepted

Fuel System Modifications (None can be made to the factory fuel system)

Exception being to lengthened filler neck for safety (No Fast Fill systems)

No Race Fuel/Alcohol Permitted

1000 Production Class

(4 Hour Main)

Any production SxS, up to 1000cc production nomenclature (N/A, non-turbo or supercharged)

Modifications:

Suspension Modifications (within factory suspension dimensions)

i.e. – Shocks, A-Arms, Trailing Arms, etc.

Safety Modifications (to bring vehicle within class safety specifications)

i.e. – Roll Cage, Doors, Window Nets

Engine Modifications (None may be made to factory engine or engine peripherals)

i.e. – No Exhaust, Intake, Tuner (Programmer)

Fuel System Modifications (None can be made to the factory fuel system)

Exception being to lengthened filler neck for safety (No Fast Fill systems)

No Race Fuel/Alcohol Permitted

1000 Professional Class

(4 Hour Main)

Any production SxS, up to 1000cc production nomenclature (N/A, non-turbo or supercharged)

Modifications:

Suspension Modifications (No limitations, other than 68” maximum width)

i.e. – Shocks, A-Arms, Trailing Arms, etc.

Safety Modifications (**Hans or similar full neck restraint required**)

i.e. – Roll Cage, Doors, Window Nets

Engine Modifications (No limitations, with the exception of forced air induction and nitrous oxide)

i.e. – Exhaust, Intake, Tuner (Programmer), Internal motor work

Fuel System Modifications (Fuel Cells and Fast Fill devices are legal)

NO Race Fuel/Alcohol Permitted

Unlimited Class

(4 Hour Main)

Any SxS, up to 1400 cc,

(All factory or modified forced air induction units)

Modifications:

Suspension Modifications (No limitations, other than 68” maximum width)

i.e. – Shocks, A-Arms, Trailing Arms, etc.

Safety Modifications (**Hans or similar full neck restraint required**)

i.e. – Roll Cage, Doors, Window Nets

Engine Modifications (No limitations, with the exception of nitrous oxide)

i.e. – Exhaust, Intake, Tuner (Programmer), Internal motor work - Accepted

Fuel System Modifications (Fuel Cells and Fast Fill devices are legal)

NO Race Fuel/Alcohol Permitted

Disclaimer:

IMPORTANT: All classes are tentative and may be changed, altered, or updated as the UTVRR season progresses in accordance to release of production SxS's into the market during race season.

Disclaimer:

Racing is an inherently dangerous sport. Each competitor assumes that risk when he or she participates. The risk of serious injury or death cannot be eliminated and will always be present on a high level. Competitors are urged to advise their spouses and next of kin of this fact. By competing, all competitors, drivers and co-drivers, agree to the following: In consideration of being permitted to participate in any event sponsored, promoted, or directed by UTV Rally Raid, LLC, the competitor himself/herself, his/her personal representatives, heirs, and next of kin, hereby releases the entity, and its' respective officers, directors, promoters, sponsors, employees, agents, and volunteers (releases) of all liability to the competitor, whether caused by negligent act or omission of releases or otherwise, while the undersigned is for any purpose participating in such event. It is fully understood by each of the competitors that there is some inherent risk associated with this event, including damages to vehicles and injury or death to the individual or others. Additionally, the competitor agrees to indemnify and hold harmless the releases from any loss, liability, damage, or cost they incur due to such participation by the competitor, whether caused by releases' negligence or otherwise, and agrees to assume full responsibility and risk for bodily injury, death, or property damage from releases' negligence or otherwise while the competitor is participating in this event.

Each competitor acknowledges and represents the following while

- 1) That he or she has read the foregoing release and waiver of liability and indemnity
- 2) That he or she does, at all times, while riding in a vehicle participating in an event, wear his or her respective safety harness and helmet.
- 3) That the owner/driver certifies that he or she has inspected this vehicle and that the same certifies it to be in proper mechanical condition for participation, in a four wheel drive endurance race.
- 4) That the owner/driver has informed himself/herself about the event, either by prior participation or by investigation into the sport and specifically UTV Rally Raid races.
- 5) That the driver or any other person(s) in a vehicle participating in any UTV Rally Raid event, may choose to bypass any obstacle and, therefore, assumes all risk and liability, as indicated above.

*Disclaimer: Although safety is generally everyone's concern, and most definitely UTV Rally Raid's highest priority, the ultimate responsibility rests on the competitors. Competitors can, at any time, choose to bypass any obstacle or area where they feel uncomfortable or unsafe. With the exception of short course sections of the track, all obstacles must be navigated.

TECH AND REGISTRATION

All machines and competitor helmets must be taken through Tech Inspection prior to racing for the purpose of inspecting transponder functioning, and number assignment. Safety equipment and machine eligibility are the sole responsibility of the Team.

Teams will be registered under the name of the Driver. All participants (Drivers, Navigators, and Pit Crew) must be present at registration and sign all required forms and releases.

Teams must obtain a transponder. Transponders can be purchased or rented at each event.

Teams must register for the race before operating their machine anywhere on the facility. Drivers may not exceed 5 mph when traveling to/from their pit area, and occupants must always wear a helmet.

Teams, who fail to make tech/check-in during the normal hours, may tech and check-in late, but will be charged a late fee of \$30.00 without prior registration and approval.

Late Vehicle Tech will begin two hours prior the start of the Driver's Meeting. Teams must be registered no later than one hour prior to the start of the event.

The Team's first tech of each season will consist of a full and complete vehicle tech for safety and class rules.

DRIVERS MEETING

All competitors must attend the Driver's Meeting. This will be held at a designated location one-hour before the start of the event. Specific information is given at these meetings, as is posting of running order and staging assignments. Failure to attend is not an excuse for infractions, rule changes or not knowing information given at the Driver's Meeting. Penalty for missing a Driver's Meeting will be a forced rear start.

Driver Order

The driver order will be based on each team's finish the last race. The first race of the season will be a random draw.

PRE-Running

There will be no practice other than the parade lap before the race.

SPORTSMANSHIP

During all UTV Rally Raid events, proper sportsmanship is required. If a competitor or team member (including pit crews) promotes unsportsmanlike conduct, is rude or abrasive to officials, local authorities, other teams, media or spectators, destroys property, or displays drunken or disrespectful behavior, they and/or the entire team may be disqualified from the current event and/or future events. The UTV Rally Raid goal is to promote a respectable sport and promote sponsoring companies in a professional light. Therefore, unsportsmanlike conduct will not be tolerated.

PROTEST PROCEDURES

Protests are intended for driver to driver conflicts over rough driving, unsportsmanlike conduct including but not limited to: short coursing, outside assistance, etc. Protests of calls made by the promoter are not allowed- calls made by the promoter are final and are not open to challenge.

Protesting party must file a protest within 15 minutes of the last car finishing the protested race.

Only a driver in the protested race may file a protest.

\$100 protest fee must be paid in cash at time of filing protest.

Winner of protest will be awarded the \$100 protest fee

UTV Rally Raid Officials will oversee the proceedings.

UTV Rally Raid Officials will listen to both sides of the protest.

UTV Rally Raid Officials will retire to a closed meeting location to discuss the protest and render a decision based on the established rules of conduct, sportsmanship, and any standing racing rules.

UTV Rally Raid Officials may ask for more information or clarification any or all parties that might be involved before announcing a decision.

UTV Rally Raid Officials will decide on the penalty if one is needed- options for penalties will be discussed prior to discussions.

The decision announced by the UTV Rally Raid Officials will be binding and is considered accepted by all parties by entering into the event.

PROTESTS FOR VEHICLE FOR CLASSIFICATION

Only competitors may challenge a vehicle as to its compliance with the rules. In doing so, the challenge must be made no earlier than 6:00 AM on the sign-in day and no later than 12:00 PM of the final day of competition for the specific event. This must be done in writing and given to UTV Rally Raid management. UTVRR will then review the vehicle in question. Any costs for such a review (mechanics' cost, etc.) are the responsibility of the competitor making the challenge.

UTVRR, having reviewed the vehicle an finding infraction, will take appropriate action up to and including making the challenged team correct the problem or change classes. Only items that are considered a huge safety violation will be considered for disqualification.

NO CHASE RACE RULE

No outside assistance from any party to aid in furthering your race. Recovery crews are provided for help only in up righting an over turned vehicle or removing a vehicle from a dangerous portion of the racing surface. Assigned staff recovery teams will not assist teams with repairs, towing to the pits or any help that aids further progress on the race tracks. If an assigned staff recovery crew is used to move a stuck vehicle from a dangerous portion of the race surface, they can only move the vehicle back in the direction from which it came and only as far as to make it safe for other teams to pass.

Once a vehicle is unstuck it may again proceed with the remaining portion of the race. Cars racing in the same race or heat may help other cars in said race or heat with recovery, repairs, supplying or bringing parts or tools to another team. Only the driver and riding co-driver will be able to assist in any fashion stated above.

Under no circumstance may leave the race course to return to a pit for help except in a designated entrance to a pit area. Drivers or co-drivers may leave their vehicle on course in a non-dangerous location and return on foot to a pit location to retrieve parts or tools needed to repair their own vehicle, during such a trip no one may aid them with the trip or retrieval of parts or tools except another vehicle in the same race or heat.

The penalty for breaking any portion of the no chase rule disqualification; if the rule is determined to have been broken, but the race has finished and a team has continued to race, the team will still receive the disqualification and any laps counted after the infraction will be removed from the race history and any awards returned to UTVRR. It is the drivers' responsibility to know and understand this rule. No one can change this rule during any race, including race staff, property owner or any outside source.

SEATBELTS

Seat belts must be worn at all times while driving or riding in a vehicle during an event. This applies to all passengers and includes during pre-running, as well as to and from the pits. Seat belts must be a 4-point harness with all straps (including Shoulder Straps) secured and locked down.

WINCH CABLE

Only winch rope/synthetic cable is allowed. Steel cable is not allowed

All classes must be equipped with a working horn or a CO2 Horn

All items must be securely fastened to prevent injury in the event of a rollover. Coolers, misc. parts, and so forth are to be removed from the vehicle prior to pre-running or racing.

FIRE EXTINGUISHER

1 completely full fire extinguisher must be mounted on the roll cage, either on the right or left hand side of the driver. Extinguishers should not be mounted close enough to fuel cells or potential fire hazard areas that would make it dangerous to quickly reach.

HELMETS

All competitors riding in a vehicle must wear a DOT/Snell approved helmet while competing, this includes pre-running.

MEDICAL CONDITIONS

Teams must advise a UTVRR official of any medical conditions that may affect their ability to perform or become a concern during the competition. (Seizures, diabetes, etc...)

UTV Rally Raid does not provide medical insurance for competitors, and we urge you not to compete without it. Medical insurance is the sole responsibility of the competitor.

HANDLES

Handles are recommended on the roll cage. These are to be mounted so that in the event of a rollover the hand is safe.

INJURY REPORT

Any competitor must report any injury to a UTVRR official prior to leaving the premises.

DRUGS/ ALCOHOL

Drugs and alcohol will not be permitted in any degree during competition. Competitors who are found to be consuming or are under the influence of drugs or alcohol during competition will be disqualified from the event they are participating in. All series points will be forfeited for the specific event. Further disqualification for the remainder of the year is possible.

EMERGENCIES

During an event, a team member may be replaced due to an emergency, with approval from a UTVRR official.

The Course

A UTV Rally Raid course will generally be between 9-15 miles in length, and may include trails, footpaths, roads, hills, motocross tracks, or any type of terrain which can be negotiated by

The course will be open to inspection Saturday. Teams are permitted to walk or bicycle the course only.

Teams will be disqualified for driving on a UTV Rally Raid course during the 7 days prior to the first day of the event.

Marking, cutting, tampering with or otherwise changing the course in any manner is strictly prohibited. Course modifications may only be made by an official.

No one, except officials and drivers officially entered, may drive on the race course at any time during the event.

Teams will be disqualified for driving on a UTV Rally Raid course during the 7 days prior to the first day of the event.

Transponder scoring is the official scoring procedure for UTV Rally Raid.

There will be one checkpoint at the Finish Line. Vehicles must pass the finish line each lap for that lap to be scored.

On Track Regulations

Drivers are responsible for the actions of their entire pit crew.

Teams may only be serviced or pitted in the pit area.

Vehicles must remain on the marked course. The marked course is within 25 feet of race arrows. However, Vehicles must stay within the confines of the following markers: double arrows posted on both sides of the trail, ribbons, signs, banners, stakes, hay bales, barrels, motocross track, etc..

Teams encountering a traffic jam or bottleneck may not go more than 25 feet off the course to get around the bottleneck. However, the Team must re-enter the course as soon as possible, and upon approaching this section

the next lap, must drive the original arrowed section if the track is clear. If the original marking devices are knocked down, the Team must stay on the original marked course regardless. A "bottleneck" is a section of the track that becomes impassable for any reason, with the exception of checkpoints. Machines may not cut to the inside of a corner marker.

If a machine leaves the course for any reason it must re-enter where it left the course.

Teams may make repairs and otherwise receive mechanical assistance anywhere along the course from anyone. All such repairs and assistance must be made without causing interference with other competitors and in a suitable area off the racetrack.

In the event that race officials or a rescue crew is on the track, racers must slow down before they reach the officials. Failure to do so will be considered reckless driving and will result in a penalty or a disqualification.

Reckless Driving: No driver may operate his machine in such a manner as to endanger life or limb of other competitors, officials or the public. Drivers will be penalized for the reckless operation of their machine, including but not limited to the deliberate ramming, blocking or intentional contact with another Team, or for running into an official. Competitors are solely responsible for their own safety.

Team Tactics are prohibited, and include but are not limited to: altering the race course, marking the race course, blocking course lines, blocking drivers, allowing another rider to pass in order to affect the outcome of the race, or exchanging machines in order for another driver to continue the race. Drivers, team members or spectators involved will be penalized, including but not limited to disqualification, removal and suspension from UTV Rally Raid.

Unsportsmanlike Conduct: Persons whose appearance, conduct, associations or affiliations, on or off the track, deemed harmful or not conducive to the best interest of the sport or who exhibit conduct which is inappropriate, offensive, abrasive or in bad taste, may be excluded or suspended from UTV Rally Raid at the discretion of the Race Director. Competitors engaged in any event, public appearance, media activity or any other situation relating to their participation in the series must refrain from intentional physical contact with any participant, inappropriate or profane language, fraud, and unsportsmanlike behavior. At the sole discretion of UTV Rally Raid, competitors who exhibit behaviors deemed inappropriate or unsportsmanlike, prejudicial or detrimental to the best interests of the sport, or detract from the enjoyment, appreciation or interests of the fans, sponsors or other supporters of the sport, may be penalized by monetary fine, docking of championship points, or both. Such penalties are not subject to protest or appeal.

Start Procedure

Start Rows will consist of 2-3 units; Rows may be split between classes.

Vehicles will be assigned a Starting Position. Vehicles shall line up on their assigned Starting Position when directed by the race official. No one is permitted on the Start Line until authorized.

The race will be started using an reverse order traffic light. The light will be red, drop to yellow, then drop to green for racer start.

Rows will start approximately 15-45 seconds apart, depending on race field size

Teams starting before the green light signal will be penalized, the combined starting time of the field of their class.

The vehicle a Team leaves the Start Line with is the official vehicle of the Team for that event, and may not be switched during the event.

On Track Regulations

Race Finish

The race officially ends for all contestants at the completion of the lap in which the checkered flag is displayed to the winner.

Scoring & Rewards

Awards are given at the rate of 1 per 3 team entries. To win an award, a team must complete 50% of the laps of the class winner. One award will be given per team.

Ties: Ties for the Class Championship will be broken by the most first place finishes, then by the best finish in the final race of the season if necessary. Ties for other class positions will be broken by the best finish in the final race of the season.

Penalties will be assessed at the discretion of the official based on the severity of the offense, and may include one or more of the following: position(s), lap(s), time adjustment, disqualification, suspension, loss of championship points, fine, probation, etc.

Burnouts on the podium are prohibited. Violation of this provision will result in a penalty, including but not limited to fine and/or disqualification.

Podium: The top three overall finishers will be recognized on the podium for each race.

Overall: The overall for the event will be awarded to the overall winner of the race, regardless of class entered.

To be considered as having completed a lap, the driver and his vehicle must cross the plane of the checkered flag under the **vehicles' unaided ability**.

Teams will be scored in order of their finish and number of laps completed. It is not necessary to complete all laps in order to receive a score.

Scoring Table:

Finish Position	Points	Finish Position	Points
1	25	11	10
2	22	12	9
3	20	13	8
4	18	14	7
5	16	15	6
6	15	16	5
7	14	17	4
8	13	18	3
9	12	19	2
10	11	20 and up	1