



2019 UTV
RULE BOOK

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, Yamaha, that issues Vin #'s. Companies must produce a minimum number of 1000 units of that exact model and configuration prior to being allowed to participate in this class, at any Best In The desert sanctioned event.

UTV's must have a minimum of 2 seats. OEM engines must be used. All OEM engine electronics must be used. Ecm's may be flashed. No aftermarket ECM's are allowed. 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. Minimum age for driver in any UTV Pro class is 14 years old, must be 14 by the date of the event. Co-driver age not restricted. UTV Pro Turbo production class max width is 80", measured outside of tire to outside of tire at ride height. The wheel base must not exceed 8" over the stock dimension and can only be achieved with the suspension. Frames cannot be shortened or lengthened.

UTV Pro Turbo production class max width is 80", measured outside of tire to outside of tire at ride height. The wheel base must not exceed 8" over the stock dimension and can only be achieved with the suspension. Frames cannot be shortened or lengthened.

UTV-1 PENALTIES:

At the discretion of the race director or operations manager, Any UTV race team caught breaking these rules "cheating" will receive a minimum penalty of, Disqualification for the race and a 1 race suspension. VORRA has the right to mark, tag or seal any part of a race UTV. VORRA 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:

Companies must produce a minimum number of 1000 of units of that exact model and configuration, prior to being allowed to participate in this class, at any VORRA Sanctioned Event.

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 VORRA 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.** VORRA official Frequency is 151.625. The VORRA frequency is required on every radio. All race teams are required to provide team specific radio frequency information to the VORRA.

UTV-5 SUSPENSION:

All suspension and mounting points must remain the stock design and in the stock location and or position on the frame, as delivered from the manufacturer. Suspension mounting points may be reinforced for strength. No suspension mounts may be moved, added or removed.

UTV-6 OVERALL MEASUREMENT RESTRICTIONS:

The max width 80" and is measured from outside of tire to outside of tire at ride height. Width may be checked at any time. Wheelbase can be increased to 8 inches over the stock dimensions. This can only be achieved through the suspension. **Frames cannot be cut, lengthened or shortened.**

UTV-7 SHOCK ABSORBERS:

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

UTV-8 BUMP STOPS:

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

UTV-9 TORSION SYSTEM:

The only torsion system that is allowed is a coil-over shock.

UTV-10 TIRES:

Maximum tire size is 32x10.5x15. Tire must have manufacture size on tire and say 32". No multiple tires per corner permitted. For 2019 Tire size will remain as is, however in 2020 tire size will be increased to a 33x12.5x15.

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 1/4".**

UTV-12 STEERING:

Power steering is permitted. Turning or steering brakes are not permitted.

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 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 are 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 VORRA UTV Tech Inspector. **VORRA 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 may continue.**

NOTE--The blue light should only be used during an official race. Blue flashing lights may be illegal in some state.

All lights must be in operating condition at tech 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 be approved by VORRA. 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 lights must be approved by the VORRA 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 lights must be mounted a minimum of 48 inches from the ground and must be clearly visible, with no obstructions. The amber lights and blue light must remain on during the entire race.

UTV-15 ENGINE LOCATION AND DISPLACEMENT:

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.

PRO TURBO PRODUCTION ENGINE COMPLIANCE AND INSPECTION;

Pro Production Turbo engines and Turbocharger may not be modified and must be OEM stock as produced by the factory. Turbo engines and Turbocharger must be tagged and sealed by VORRA. No aftermarket parts or accessories are allowed on the Turbo engine and Turbochargers. Tampering or modifying Turbo engines and Turbochargers will result in a

penalty and or up to disqualification and suspension. You are be allowed to reflash your OEM FACTORY ECU/ECM. NO AFTERMARKET ECU/ECM'S

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 remain exactly as delivery from the factory and available to any consumer. No porting, polishing, balancing or any other changes or modifications.

Air cleaner, air tubes, fuel injectors, header pipes, exhaust pipes, muffler and clutch can be changed and or modified. Turbochargers must be OEM stock. No modifications or changes are allowed.

Engine displacement and location may be checked by VORRA UTV tech inspector at any time. VORRA 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.

The stock gear box cases must be used, the internals in the gear box may be modified or changed.

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 MARKT PARTS THE RACER COULD RECEIVE A PENALTY UP TO DISQUALIFICATION, SUSPENSION AND OR FINES. ONLY THE RACE DIRECTOR CAN ISSUE A PEANALTY.

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

OEM ECM/ECU must be used. Aftermarket flashes and or reprograms 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 may be checked and sealed by the VORRA UTV Tech Inspector or one of his representatives. **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 blow off valve.

INNER COOLERS 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, modify and or move the radiator for the inner cooler. The inner cooler itself must remain stock. No other inner cooler can be used or added.

FUEL CONTROLLERS Aftermarket fuel controllers are **NOT** allowed.

UTV-15FD FUEL DELIVERY:

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. Aftermarket or modified fuel injectors are allowed.

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 CELLS:

Fuel cells are not required in 2019, but it is **STRONGLY** recommended and will be a requirement in the future.

If a fuel cell is being used, the racer must adhere to these safety standards:

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-17A FUEL FILLER NECK:

Fuel filler must be located as far away from the exhaust and engine as possible. If the filler neck is on the same side as the exhaust, it must be a minimum distance of 12" forward from the exhaust. Fuel filler must be completely separated from the drivers' compartment. Splash guards between the engine and or exhaust are highly recommended. If the filler neck is mounted near the driver or navigator, a splash guard is required to prevent fuel from splashing on the driver or navigator. If standard hose clamps are used, two clamps must be used at each connection. If "T-Bolt" (turbo style) clamps are used only one clamp is required at each connection. T-Bolt hose clamps are highly recommended.

UTV-17B FUEL CELL VENT LINES

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 6" higher than the top of the fuel cell. then be wrapped one full loop around the outside of the fuel cell near the top of the fuel cell and then 3" 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.

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 line and completely separates them from the drivers' compartment. 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. Engine firewall must be metal or aluminum, no plastic firewalls.

UTV-19 FUEL FILLER SPLASH GUARD:

The intent of the splash guard is to keep fuel from being splashed on the driver, passenger, exhaust and engine 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, passenger, exhaust and engine when inserting and removing the fuel filler jug.

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

The OEM “stock chassis” (frame) must be used and stock appearance must be maintained. 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. **Each manufacture has a different description. Please contact the VORRA UTV Tech Inspector for a better description. If any part of the stock chassis is damaged, you must contact the VORRA UTV Tech inspector to get the repairs approved. Any modifications or repairs to the stock chassis (frame) must be approved by the VORRA tech inspector prior to making any repairs.** The stock chassis (frame) may be added to, for durability and strength, but must retain the stock width, length, configuration and design. OEM UTV roll cages cannot be used. All joints must be welded and attached to frame securely.

BODY; The OEM hood, grill, front and rear fenders must be used. All body parts must remain on the vehicle during the entire length of race (accidental damage excluded).

ROOF; The roof must be covered with sheet metal or aluminum. Minimum thickness recommended is .060

UTV-21 DOORS, WINDOW SAFETY NETS:

Door area must have “X”, “A”, “V” or Ladder design bracing and all tubing must be a minimum 1.5"x .095" 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 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 VORRA UTV technical inspector. 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 a minimum of 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. VORRA 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 **LOUD**. All sirens must be approved by the VORRA UTV tech inspector.

UTV-22A BREAK DOWN SAFETY DEVICES:

All UTV's must have a minimum of one red reflective device must be carried in the vehicle. Reflective devices must be at least 12 inches high and 12 inches long and be free standing (similar to trucker's breakdown triangles). When racing at night, one battery-operated red flashing beacons and two large glow sticks are required. VORRA is concerned about race areas; thus, flares will not be permitted as a breakdown device. Official VORRA 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.

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/GEAR BOX:

Stock transmission cases and clutch design must be used. A functional reverse gear is required. The stock front and rear differential cases 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 chromemoly. VORRA HIGHLY RECOMMENDS THE USE OF 4130 CHROMOLY. 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:

VORRA 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, VORRA 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 chromemoly is highly recommended for all roll cage construction. VORRA 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 are 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 VORRA 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. All vehicles in competition must be identified with the correct class vehicle numbers and be displayed in the proper locations as described herein. VORRA assigns vehicle numbers. **All Pro UTV class vehicles can have any color numbers on any color background.** Numbers must be easy to see and read at race speeds. Number color and background must be approved by the VORRA UTV tech inspector. **ALL NUMBERS MUST BE EASY TO READ. IF THEY ARE NOT, YOU WILL BE REQUIRED TO CHANGE THEM.**

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.**

UTV-30 PIT-SUPPORT VEHICLES:

All pit-support vehicles will have minimum 4-inch high white numbers (number of vehicles 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 VORRA races require pit support vehicles to have a VORRA 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 VORRA season progresses in accordance with the UTV classes.

Thank you for racing with VORRA.

UTV CLASS 1800/1900 PRO N/A PRODUCTION UTV

OEM ENGINE 1000CC MAX

PLEASE NOTE ALL VORRA GENERAL AND SAFETY RULES MUST BE FOLLOWED.

UTV CLASS 1800/1900 PRO N/A PRODUCTION UTV

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OEM ENGINE 1000CC MAX

GENERAL REGULATIONS: Class entrants shall comply with all class and applicable general regulations. **Note:** The SCR abbreviations refer to the cross-reference listings in the front of this book and are part of the class rules. Where a conflict between the cross-referenced listings and a rule contained under this class occurs, the rule contained under this class has precedence.

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

ANYTHING NOT BUILT IN COMPLIANCE WITH THE SPIRIT OF THE CLASS MAY BE DEEMED INELIGIBLE TO RACE, COLLECT POINTS, TROPHIES, PRIZE FUNDS, AND CONTINGENCY.

All UTV race vehicles must pass all VORRA safety requirements and be approved by the VORRA UTV Tech Inspector.

UTV Tech Inspection: Tech inspection is required at each VORRA event, for all UTV race vehicles.

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, Artic Cat, Yamaha, that issues Vin #'s.

UTV's must have 2 seats. All OEM engine electronics must be used. ECM's may be flashed. No aftermarket ECM's are allowed. 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 point's championship, a points championship

fund, and an individual race purse. Minimum age for driver and co-driver in any UTV Pro class is 15 years old, must be 15 by the date of the event.

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. VORRA has the right to mark, tag or seal any part of a race UTV. VORRA 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.

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UTV-3 DRIVER'S MEETING:

At least 1 “banded” race team member must attend the VORRA 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.** VORRA official Frequency is 151.490. VORRA’s frequency is required on every radio. All race teams are required to provide team specific radio frequency information to VORRA.

UTV-5 SUSPENSION:

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UTV-6 OVERALL MEASUREMENT RESTRICTIONS:

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UTV-9 TORSION SYSTEM:

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UTV-10 TIRES:

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UTV-12 STEERING:

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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 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 VORRA UTV Tech Inspector. **VORRA 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 may continue.**

NOTE--The blue light should only be used during an official race. Blue flashing lights may be illegal in some state.

All lights must be in operating condition at tech 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 be approved by VORRA. 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 lights must be approved by the VORRA 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 lights must be mounted a minimum of 48 inches from the ground and must be clearly visible, with no obstructions. The amber lights and blue light must remain on during the entire race.

UTV-15 ENGINE LOCATION AND DISPLACEMENT:

Maximum engine displacement is 1000cc. Engine size will be checked and measured. Engines will be sealed. OEM stock engine cases and cylinder head must be used. All other engine components are open, i.e.; cams, pistons, connecting rods, etc....

All UTV engines must have the bolts required to seal the engine predrilled with a 5/64" hole before racing.

UTV-15FD FUEL DELIVERY:

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. Aftermarket or modified fuel injectors are allowed.

UTV-16 FLUID COOLERS:

Oil coolers, transmission coolers and radiators located ahead of the driver or in the driver's 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 CELLS:

Fuel cells are not required in 2019, but it is **STRONGLY** recommended and will be a requirement in the future.

If a fuel cell is being used, the racer must adhere to these safety standards:

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-17A FUEL FILLER NECK:

Fuel filler must be located as far away from the exhaust and engine as possible. If the filler neck is on the same side as the exhaust, it must be a minimum distance of 12” forward from the exhaust. Fuel filler must be completely separated from the driver’s compartment. Splash guards between the engine and or exhaust are highly recommended. If the filler neck is mounted near the driver or navigator, a splash guard is required to prevent fuel from splashing on the driver or navigator. If standard hose clamps are used, two clamps must be used at each connection. If “T-Bolt” (turbo style) clamps are used only one clamp is required at each connection. T-Bolt hose clamps are highly recommended.

UTV-17B FUEL CELL VENT LINES

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 6” higher than the top of the fuel cell. Then be wrapped one full loop around the outside of the fuel cell near the top of the fuel cell and then 3” 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.

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 line and completely separates them from the driver’s compartment. 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. Engine firewall must be metal or aluminum, no plastic firewalls.

UTV-19 FUEL FILLER SPLASH GUARD:

The intent of the splash guard is to keep fuel from being splashed on the driver, passenger, exhaust and engine 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, passenger, exhaust and engine when inserting and removing the fuel filler jug.

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

The OEM “stock chassis” (frame) must be used and stock appearance must be maintained. The stock chassis (frame) is defined as, the main lower rails running along the inner sides of the UTV and the front and rear tubes that connect them. The stock chassis (frame) may be added to, for durability and strength, but must retain the stock width, length, configuration and design. OEM UTV roll cages cannot be used. All joints must be welded and attached to frame securely.

BODY; the OEM hood, grill, front and rear fenders must be used. All body parts must remain on the vehicle during the entire length of race (accidental damage excluded).

ROOF; The roof must be covered with sheet metal or aluminum. Minimum thickness recommended is .060

UTV-21 DOORS, WINDOW SAFETY NETS:

Door area must have “X”, “A”, “V” or Ladder design bracing and all tubing must be a minimum 1.5"x .095" 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.

NETS:

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 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 VORRA UTV technical inspector. 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 a minimum of 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. VORRA 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 **LOUD**. All sirens must be approved by the VORRA UTV tech inspector.

UTV-22A BREAK DOWN SAFETY DEVICES:

All UTV's must have a minimum of one red reflective device must be carried in the vehicle. Reflective devices must be at least 12 inches high and 12 inches long and be free standing (similar to trucker's breakdown triangles). When racing at night, one battery-operated red flashing beacons and two large glow sticks are required. VORRA is concerned about race areas; thus, flares will not be permitted as a breakdown device. Official VORRA 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.

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/GEAR BOX:

Stock transmission cases and clutch design must be used. A functional reverse gear is required. The stock front and rear differential cases 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 chromemoly. VORRA HIGHLY RECOMMENDS THE USE OF 4130 CHROMOLY. 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:

VORRA 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, VORRA 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 chromemoly is highly recommended for all roll cage construction. VORRA 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 are 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 VORRA 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. All vehicles in competition must be identified with the correct class vehicle numbers and be displayed in the proper locations as described herein. **All Pro UTV class vehicles can have any color numbers on any color background.** Numbers must be easy to see and read at race speeds. Number color and background must be approved by the VORRA UTV tech inspector. **ALL NUMBERS MUST BE EASY TO READ. IF THEY ARE NOT, YOU WILL BE REQUIRED TO CHANGE THEM.**

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 VORRA races require pit support vehicles to have a VORRA 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 VORRA season progresses in accordance with the UTV classes.

CLASS 2900 PRO UTV UNLIMITED

MAX ENGINE 1000CC

PRO UNLIMITED UTV CLASS DEFINITION:

The Pro Unlimited UTV class vehicles are built using a factory UTV frame or a full custom tube frame. Motorcycle, snow mobile or UTV engine must be used. Maximum engine size 1000cc. No car engines. Turbo chargers and superchargers are allowed. Can use hood and front fenders from a UTV or build custom body in any configuration. Must have 2 seats. Max wheelbase 140". The 140" 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 140”, width 80” and tire size 32”. This Pro Class does have a point championship, a points championship fund, and an individual race purse. Minimum age for driver in any UTV Pro class is 15 years old, must be 15 by the date of the event. **Any approved 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 class.**

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. VORRA has the right to mark, tag, or seal any part of a race UTV. VORRA 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 VORRA 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.** VORRA’s official Frequency is 151.625. The VORRA frequency is required on every radio. All race teams are required to provide team specific radio frequency information to the VORRA.

UTV-5 SUSPENSION:

All suspension designs, components and mounting points are open.

UTV-6 OVERALL MEASUREMENT RESTRICTIONS:

The max width 80” and is measured from outside of tire to outside of tire at ride height. Width may be checked at any time. Max wheel base is 180”

UTV-7 SHOCK ABSORBERS:

There must be at least one and no more than 2 shocks per wheel in working condition at the start of the race.

UTV-8 BUMP STOPS:

Any suspension bump stop is allowed.

UTV-9 TORSION SYSTEM:

Any torsion system is allowed.

UTV-10 TIRES:

Maximum tire size is 32x10.5x15. Tire must have manufacture size on tire and say 32”. No multiple tires per corner permitted. For 2019 Tire size will remain as is, however in 2020 tire size will be increased to a 33x12.5x15.

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 1/4”.**

UTV-12 STEERING:

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

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 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 VORRA UTV Tech Inspector. **VORRA 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 may continue.**

NOTE--The blue light should only be used during an official race. Blue flashing lights may be illegal in some state.

All lights must be in operating condition at tech 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 be approved by VORRA. 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 lights must be approved by the VORRA 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 lights must be mounted a minimum of 48 inches from the ground and must be clearly visible, with no obstructions. The amber lights and blue light must remain on during the entire race.

UTV-15 ENGINE LOCATION AND DISPLACEMENT:

Maximum engine displacement is 1000cc. Engine size will be checked and measured. Engines will be sealed. Motorcycle, snowmobile and UTV engines are allowed. All engine components are open. No auto engines.

All UTV engines must have the bolts required to seal the engine predrilled with a 5/64” hole before racing.

UTV-15FD FUEL DELIVERY:

Fuel delivery is open.

UTV-16 FLUID COOLERS:

Oil coolers, transmission coolers and radiators located ahead of the driver or in the driver’s 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 CELLS:

Fuel cells are not required in 2019, but it is **STRONGLY** recommended and will be a requirement in the future.

If a cell is going to be used, the racer must adhere to these safety standards:

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-17A FUEL FILLER NECK:

Fuel filler must be located as far away from the exhaust and engine as possible. If the filler neck is on the same side as the exhaust, it must be a minimum distance of 12” forward from the exhaust. Fuel filler must be completely separated from the driver’s compartment. Splash guards between the engine and or exhaust are highly recommended. If the filler neck is mounted near the driver or navigator, a splash guard is required to prevent fuel from splashing on the driver or navigator. If standard hose clamps are used, two clamps must be used at each connection. If “T-

Bolt” (turbo style) clamps are used only one clamp is required at each connection. T-Bolt hose clamps are highly recommended.

UTV-17B FUEL CELL VENT LINES

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 6” higher than the top of the fuel cell. Then be wrapped one full loop around the outside of the fuel cell near the top of the fuel cell and then 3” 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.

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 and completely separates them from the driver’s compartment. 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. Engine firewall must be metal or aluminum, no plastic firewalls.

UTV-19 FUEL FILLER SPLASH GUARD:

The intent of the splash guard is to keep fuel from being splashed on the driver, passenger, exhaust and engine 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, passenger, exhaust and engine when inserting and removing the fuel filler jug.

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

Chassis/frame is open. All joints must be welded and attached to frame securely.
BODY; Body is open.

ROOF; The roof must be covered with sheet metal or aluminum. Minimum thickness recommended is .060

UTV-21 DOORS, WINDOW SAFETY NETS:

Door area must have “X”, “A”, “V” or Ladder design bracing and all tubing must be a minimum 1.5"x .095" 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.

NETS;

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 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 VORRA UTV technical inspector. 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 a minimum of 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. VORRA 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 **LOUD**. All sirens must be approved by the VORRA UTV tech inspector.

UTV-22A BREAK DOWN SAFETY DEVICES:

All UTV's must have a minimum of one red reflective device must be carried in the vehicle. Reflective devices must be at least 12 inches high and 12 inches long and be free standing (similar to trucker's breakdown triangles). When racing at night, one battery-operated red flashing beacons and two large glow sticks are required. **VORRA** is concerned about race areas; thus, flares will not be permitted as a breakdown device. Official **VORRA** 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.

UTV-23 SEATING:

All UTVs must have 2 seats. 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/GEAR BOX:

Transmission, gearbox and differentials are open.

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 chromemoly. VORRA HIGHLY RECOMMENDS THE USE OF 4130 CHROMOLY. 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:

VORRA 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, VORRA 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 chromemoly is highly recommended for all roll cage construction. VORRA 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 are 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 VORRA 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. All vehicles in competition must be identified with the correct class vehicle numbers and be displayed in the proper locations as described herein. **All Pro UTV class vehicles can have any color numbers on any color background.** Numbers must be easy to see and read at race speeds. Number color and background must be approved by the VORRA UTV tech inspector. **ALL NUMBERS MUST BE EASY TO READ. IF THEY ARE NOT, YOU WILL BE REQUIRED TO CHANGE THEM.**

UTV-30 PIT-SUPPORT VEHICLES:

All pit-support vehicles will have minimum 4-inch high white numbers (number of the 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 VORRA races require pit support vehicles to have a VORRA 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 UTV classes.

UTV CLASS RS1 PRO N/A PRODUCTION UTV OEM ENGINE 1000CC MAX

PLEASE NOTE ALL VORRA GENERAL AND SAFETY RULES MUST BE FOLLOWED.

GENERAL REGULATIONS: Class entrants shall comply with all class and applicable general regulations. **Note:** The SCR abbreviations refer to the cross-reference listings in the front of this book and are part of the class rules. Where a conflict between the cross-referenced listings and a rule contained under this class occurs, the rule contained under this class has precedence.

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

ANYTHING NOT BUILT IN COMPLIANCE WITH THE SPIRIT OF THE CLASS MAY BE DEEMED INELIGIBLE TO RACE, COLLECT POINTS, TROPHIES, PRIZE FUNDS, AND CONTINGENCY.

All UTV race vehicles must pass all VORRA safety requirements and be approved by the VORRA UTV Tech Inspector.

UTV Tech Inspection: Tech inspection is required at each VORRA race for all UTV race vehicles.

RS1 PRO PRODUCTION UTV CLASS DEFINITION:

The RS1 Pro production UTV class vehicles are built using production UTV's, manufactured by registered companies, i.e. Yamaha, Polaris, Can-Am, Artic Cat, Yamaha, that issues Vin #'s.

The RS1 UTV's must have 1 seat. All OEM engine electronics must be used. ECM's may be flashed. No aftermarket ECM's are allowed. 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 point's championship, a points championship fund, and an individual race purse. Minimum age for driver in any UTV Pro class is 15 years old, must be 15 by the date of the event.

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. VORRA has the right to mark, tag or seal any part of a race UTV. VORRA 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 an arm banded driver in the vehicle for the entire race.

UTV-3 DRIVER'S MEETING:

At least 1 "banded" race team member must attend the VORRA 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 roof area.** VORRA's official Frequency is 151.625. The VORRA frequency is required on every radio. All race teams are required to provide team specific radio frequency information to the VORRA.

Companies must produce a minimum number of 1000 of units of that exact model and configuration, prior to being allowed to participate in this class in any VORRA Sanctioned Event.

UTV-5 SUSPENSION:

All suspension and mounting points must remain the stock design and in the stock location and or position on the frame, as delivered from the manufacturer.

Suspension mounting points may be reinforced for strength. No suspension mounts may be moved, added or removed.

UTV-6 OVERALL MEASUREMENT RESTRICTIONS:

The max width 80" and is measured from outside of tire to outside of tire at ride height. Width may be checked at any time. Wheelbase can be increased to 8 inches over the stock dimensions. This can only be achieved through the suspension.

Frames cannot be cut, lengthened or shortened.

UTV-7 SHOCK ABSORBERS:

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

UTV-8 BUMP STOPS:

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

UTV-9 TORSION SYSTEM:

The only torsion system that is allowed is a coil-over shock.

UTV-10 TIRES:

Maximum tire size is 32x10.5x15. Tire must have manufacture size on tire and say 32". No multiple tires per corner permitted. Tire size will remain as is, however in 2020 tire size will be increased to a 33x12.5x15.

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 1/4".**

UTV-12 STEERING:

Power steering is permitted. Turning or steering brakes are not permitted.

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 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 VORRA UTV Tech Inspector. **VORRA 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 may continue.**

NOTE--The blue light should only be used during an official race. Blue flashing lights may be illegal in some state.

All lights must be in operating condition at tech 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 be approved by VORRA. 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 lights must be approved by the VORRA 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 lights must be mounted a minimum of 48 inches from the ground and must be clearly visible, with no obstructions. The amber lights and blue light must remain on during the entire race.

UTV-15 ENGINE LOCATION AND DISPLACEMENT:

Maximum engine displacement is 1000cc. Engine size will be checked and measured. Engines will be sealed. OEM stock engine cases and cylinder head must be used. All other engine components are open, i.e.; cams, pistons, connecting rods, etc....

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.

UTV-15FD FUEL DELIVERY:

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. Aftermarket or modified fuel injectors are allowed.

UTV-16 FLUID COOLERS:

Oil coolers, transmission coolers and radiators located ahead of the driver or in the driver's 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 CELLS:

Fuel cells are not required in 2019, but it is **STRONGLY** recommended and will be a requirement in the future.

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-17A FUEL FILLER NECK:

Fuel filler must be located as far away from the exhaust and engine as possible. If the filler neck is on the same side as the exhaust, it must be a minimum distance of 12" forward from the exhaust. Fuel filler must be completely separated from the driver's compartment. Splash guards between the engine and or exhaust are highly recommended. If the filler neck is mounted near the driver, a splash guard is required to prevent fuel from splashing on the driver. If standard hose clamps are used, two clamps must be used at each connection. If "T-Bolt" (turbo style) clamps are used only one clamp is required at each connection. T-Bolt hose clamps are highly recommended.

UTV-17B FUEL CELL VENT LINES

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 6" higher than the top of the fuel cell. Then be wrapped one full loop around the outside of the fuel cell near the top of the fuel cell and then 3" 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.

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 and completely separates them from the driver's compartment. 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. Engine firewall must be metal or aluminum, no plastic firewalls.

UTV-19 FUEL FILLER SPLASH GUARD:

The intent of the splash guard is to keep fuel from being splashed on the driver, exhaust and engine 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, exhaust and engine when inserting and removing the fuel filler jug.

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

The OEM “stock chassis” (frame) must be used and stock appearance must be maintained. 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. **Each manufacture has a different description. Please contact the VORRA UTV Tech Inspector for a better description. If any part of the stock chassis is damaged, you must contact the VORRA UTV Tech inspector to get the repairs approved. Any modifications or repairs to the stock chassis (frame) must be approved by the VORRA tech inspector prior to making any repairs.** The stock chassis (frame) may be added to, for durability and strength, but must retain the stock width, length, configuration and design. OEM UTV roll cages cannot be used. All joints must be welded and attached to frame securely.

BODY; the OEM hood, grill, front and rear fenders must be used. All body parts must remain on the vehicle during the entire length of race (accidental damage excluded).

ROOF; The roof must be covered with sheet metal or aluminum. Minimum thickness recommended is .060

UTV-21 DOORS, WINDOW SAFETY NETS:

Door area must have “X”, “A”, “V” or Ladder design bracing and all tubing must be a minimum 1.5"x .095" 4130 chromemoly 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.

NETS;

NOTE THAT STARTING IN 2019 ALL WINDOW NETS ARE REQUIRED TO BE SFI RATED. 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 must be installed so that the occupant 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 VORRA UTV technical inspector. 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 a minimum of 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. **VORRA** 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 **LOUD**. All sirens must be approved by the VORRA UTV tech inspector.

UTV-22A BREAK DOWN SAFETY DEVICES:

All UTV's must have a minimum of one red reflective device must be carried in the vehicle. Reflective devices must be at least 12 inches high and 12 inches long and be free standing (similar to trucker's breakdown triangles). When racing at night, one battery-operated red flashing beacons and two large glow sticks are required. **VORRA** is concerned about race areas; thus, flares will not be permitted as a breakdown device. Official **VORRA** 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.

UTV-23 SEATING:

All vehicles must use seats designed specifically for racing applications manufactured by a recognized racing seat manufacturer. Stock seat must be completely removed. A recognized manufacturer that specializes in seats for racing applications must be utilized. 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/GEAR BOX:

Stock transmission cases and clutch design must be used. A functional reverse gear is required. The stock front and rear differential cases 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 chromemoly. VORRA 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:

VORRA 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, VORRA 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. VORRA 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 are 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 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. All vehicles in competition must be identified with the correct class vehicle numbers and be displayed in the proper locations as described herein. **All Pro UTV class vehicles can have any color numbers on any color background.** Numbers must be easy to see and read at race speeds. Number color and background must be approved by the VORRA UTV tech inspector. **ALL NUMBERS MUST BE EASY TO READ. IF THEY ARE NOT, YOU WILL BE REQUIRED TO CHANGE THEM.**

UTV-30 PIT-SUPPORT VEHICLES:

All pit-support vehicles will have minimum 4-inch high white numbers (number of the 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 VORRA races require pit support vehicles to have a VORRA 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 VORRA season progresses in accordance with the UTV classes.

CLASS 2951 SPORTSMAN UTV

MAX ENGINE 1000CC

SPORTSMAN UTV CLASS DEFINITION:

The Sportsman UTV class is an open class. 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 entree fee. Any UTV vehicles that are not built to the Pro UTV production class rules but are classified as a UTV by a VORRA UTV tech inspector will be allowed race in the Sportsman UTV class.

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. VORRA has the right to mark, tag or seal any part of a race UTV. VORRA 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 VORRA 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.** VORRA official Frequency is 151.625. The VORRA frequency is required on every radio. All race teams are required to provide team specific radio frequency information to VORRA.

UTV-5 SUSPENSION:

All suspension designs, components and mounting points are open.

UTV-6 OVERALL MEASUREMENT RESTRICTIONS:

The max width 80” and is measured from outside of tire to outside of tire at ride height. Width may be checked at any time. Max wheel base is 180”

UTV-7 SHOCK ABSORBERS:

There must be at least one and no more than 2 shocks per wheel in working condition at the start of the race.

UTV-8 BUMP STOPS:

Any suspension bump stop is allowed.

UTV-9 TORSION SYSTEM:

Any torsion system is allowed.

UTV-10 TIRES:

Maximum tire size is 32x10.5x15. Tire must have manufacture size on tire and say 32”. No multiple tires per corner permitted. For 2019 Tire size will remain as is, however in 2020 tire size will be increased to a 33x12.5x15.

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 1/4”.**

UTV-12 STEERING:

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

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 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 VORRA UTV Tech Inspector. **VORRA 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 may continue.**

NOTE--The blue light should only be used during an official race. Blue flashing lights may be illegal in some states.

All lights must be in operating condition at tech 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 be approved by VORRA. 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 lights must be approved by the VORRA 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 lights must be mounted a minimum of 48 inches from the ground and must be clearly visible, with no obstructions. The amber lights and blue light must remain on during the entire race.

UTV-15 ENGINE LOCATION AND DISPLACEMENT:

Maximum engine displacement is 1000cc. Engine size will be checked, Motorcycle, snowmobile and UTV engines are allowed. All engine components are open. No auto engines.

UTV-15FD FUEL DELIVERY:

Fuel delivery is 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 CELLS:

Fuel cells are not required in 2019, but it is **STRONGLY** recommended and will be a requirement in the future.

If a fuel cell is being used, the racer must adhere to these safety standards:

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-17A FUEL FILLER NECK:

Fuel filler must be located as far away from the exhaust and engine as possible. If the filler neck is on the same side as the exhaust, it must be a minimum distance of 12" forward from the exhaust. Fuel filler must be completely separated from the driver's compartment. Splash guards between the engine and or exhaust are highly recommended. If the filler neck is mounted near the driver or navigator, a splash guard is required to prevent fuel from splashing on the driver or navigator. If standard hose clamps are used, two clamps must be used at each connection. If "T-Bolt" (turbo style) clamps are used only one clamp is required at each connection. T-Bolt hose clamps are highly recommended.

UTV-17B FUEL CELL VENT LINES

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 6" higher than the top of the fuel cell. Then be wrapped one full loop around the outside of the fuel cell near the top of the fuel cell and then 3" 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.

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 and completely separates them from the driver's compartment. 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. Engine firewall must be metal or aluminum, no plastic firewalls.

UTV-19 FUEL FILLER SPLASH GUARD:

The intent of the splash guard is to keep fuel from being splashed on the driver, passenger, exhaust and engine 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, passenger, exhaust and engine when inserting and removing the fuel filler jug.

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

Chassis/frame is open. All joints must be welded and attached to frame securely.
BODY; Body is open.

ROOF; The roof must be covered with sheet metal or aluminum. Minimum thickness recommended is .060

UTV-21 DOORS, WINDOW SAFETY NETS:

Door area must have “X”, “A”, “V” or Ladder design bracing and all tubing must be a minimum 1.5"x .095" 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.

NETS;

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 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 VORRA UTV technical inspector. 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 a minimum of 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. **VORRA** 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 **LOUD**. All sirens must be approved by the VORRA UTV tech inspector.

UTV-22A BREAK DOWN SAFETY DEVICES:

All UTV's must have a minimum of one red reflective device must be carried in the vehicle. Reflective devices must be at least 12 inches high and 12 inches long and be free standing (similar to trucker's breakdown triangles). When racing at night, one battery-operated red flashing beacons and two large glow sticks are required. **VORRA** is concerned about race areas; thus, flares will not be permitted as a breakdown device. Official **VORRA** 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.

UTV-23 SEATING:

All UTVs must have 2 seats. 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/GEAR BOX:

Transmission, gearbox and differentials are open.

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 chromemoly. VORRA HIGHLY RECOMMENDS THE USE OF 4130 CHROMOLY. 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:

VORRA 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, VORRA 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 chromemoly is highly recommended for all roll cage construction. VORRA 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 are 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 VORRA 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. All vehicles in competition must be identified with the correct class vehicle numbers and be displayed in the proper locations as described herein. VORRA assigns vehicle numbers. Call VORRA to get a race number. **ALL SPORTSMAN UTV CLASS VEHICLES MUST HAVE BLACK NUMBERS AND A YELLOW BACKGROUND.** Numbers must be easy to see and read at race speeds. Number color and background must be approved by the VORRA UTV tech inspector. **ALL NUMBERS MUST BE EASY TO READ. IF THEY ARE NOT, YOU WILL BE REQUIRED TO CHANGE THEM.**

UTV-30 PIT-SUPPORT VEHICLES:

All pit-support vehicles will have minimum 4-inch high white numbers (number of the 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 VORRA races require pit support vehicles to have a VORRA 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 VORRA season progresses in accordance with the UTV classes.

RALLY SPORTSMAN UTV

The Rally Sportsman class is designed for racers to participate in VORRA without building a full race UTV. **NOTE: This is not a separate Sportsman class.**

The Rally Sportsman UTV class vehicles are built using production Turbo or NA UTV's, manufactured by registered companies, i.e. Polaris, Can-Am, Artic Cat, Yamaha, that issues Vin #'s.

This class is a stock production class and all components must remain stock except for those modifications permitted herein. All stock manufacturer delivered components on the vehicle must be retained unless specifically allowed to be removed and documented herein.

Manufacturer's body, engine, transmission, drive train, chassis combination and seat configuration must be retained.

Stock roll cages are allowed, but it is **STRONGLY** recommended that the cage be reinforced or have an aftermarket cage installed.

Maximum tire size is 32x10.5x15. Tire must have manufacture size on tire and say 32". No multiple tires per corner permitted. For 2019 Tire size will remain as is, however in 2020 tire size will be increased to a 33x12.5x15.

Side Panels / Doors Required (Doors must be secured to prevent from popping open)

Window Nets Required and Roof Panel Required

One 2.5lb Fire Extinguisher Mounted on UTV w/ Quick Release. 5- Point Seat Belts Required 2" or 3" Wide Belts OK, 3" Preferred

Companies must produce a minimum number of 1000 units of that exact model and configuration prior to being allowed to participate in this class, at any VORRA Sanctioned Event.

One Piece Fire-Suit Required SFI.A5

Helmet w/ DOT or Snell Decal. Eye Protection Must Be Shatter Resistant. Gloves and Neck Brace Are Required.

Numbers On Both Sides Of Vehicle. Minimum 8" Tall Numbers, Yellow Background w/ Black Numbers (Refer To VORRA Entry Form For # Assignment)
Background w/ Black Numbers (Refer To VORRA Entry Form For # Assignment)

Two 10lbs or one 20lbs Fire Extinguisher In Your Pit. Must Be Near Vehicle During Fueling. Fuel Mat Required when fueling at a Pit Stop.

OEM stock fuel tanks or fuel cells are allowed.

Identification Numbers (4" Front 8" Sides 6" Rear) and VORRA sticker on Both Sides

Wheel Base +8" Track Width 80"

Battery Bolted Down/In Cab Covered

Wheels Stamped 1/4" Stamp Close To Valve Stem Outside of wheel

Stock Frame Rails and Suspension Mounting Points