

# **RALLY AMERICA UTV PRODUCTION CLASS OEM STOCK ENGINE N/A AND TURBO**

**CALL CORY S FOR PRE-EVENT UTV INSPECTION OPTIONS. UTV PRODUCTION CLASS ENGINES MUST BE AN OEM SHOWROOM STOCK ENGINE. CALL CORY S 602-769-6164 OR EMAIL CORY S IF YOU HAVE ADDITIONAL UTV BUILD QUESTIONS AT [UTVTECH@RALLY-AMERICA.COM](mailto:UTVTECH@RALLY-AMERICA.COM)**

**All UTV's must be pre-approved before racing in their first RALLY AMERICA, INC. event. SCRUTINEERING WILL OCCUR AT EACH RALLY AMERICA SANCTIONED EVENT.**

**ANYTHING NOT BUILT IN COMPLIANCE WITH THE SPIRIT OF THE CLASS MAY BE DEEMED INELIGIBLE TO RACE. PLEASE CONTACT THE RALLY AMERICA, INC. UTV TECH INSPECTOR WITH ANY QUESTIONS AT [UTVTECH@RALLY-AMERICA.COM](mailto:UTVTECH@RALLY-AMERICA.COM)**

All UTV race vehicles must pass all RALLY AMERICA, INC. safety requirements and be approved by the RALLY AMERICA, INC. UTV Tech Inspector.

**UTV Tech Inspection: Tech inspection is required at each RALLY AMERICA, INC. race for all UTV race vehicles.**

**UTV PRODUCTION Class definition:** The UTV Production Class vehicles are built using production Turbo and N/A (Naturally Aspirated) UTV's, manufactured by registered companies, i.e. Polaris, Can-Am, Artic Cat, etc. that issues Vin #'s. Companies must produce a minimum number of 500 units of that exact model and configuration, prior to being allowed to participate in this class at any RALLY AMERICA, INC. sanctioned event. UTV's must have a minimum of 2 seats. OEM engines must be used. All OEM engine electronics must be used and OEM ECM's may be flashed however it is strongly recommended by RALLY AMERICA, INC. that the OEM ECM be flashed to the OEM ECM stock specifications. No After market ECM's are allowed.

### **UTV-1 PENALTIES:**

At the discretion of the race Stewards, any UTV race team caught breaking these rules (“cheating”) will receive a minimum penalty of disqualification for the race and a 1-race suspension. RALLY AMERICA, INC. has the right to mark, tag or seal any part of a race UTV. RALLY AMERICA, INC. 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 race vehicles must have a driver and a co-driver in the vehicle for the entire event.

### **UTV-3 DRIVER'S MEETING:**

Both race team members must attend the RALLY AMERICA, INC. driver's meeting at each event.

### **UTV-4 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-5 OVERALL MEASUREMENT RESTRICTIONS:**

The maximum width is 77” 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-6 BUMP STOPS:**

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

### **UTV-7 TORSION SYSTEM:**

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

### **UTV-8 TIRES:**

Maximum tire size is 32x10.5x15. Tire must have manufacture size on tire and say 32". Multiple tires per corner are not permitted.

### **UTV-9 WHEELS:**

Maximum wheel size is 15".

### **UTV-10 STEERING:**

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

### **UTV-11 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 driver's compartment must be covered and may not be liquid-filled.**

### **UTV-12 SAFETY LIGHTS:**

All UTVs must have a minimum of two taillights, two brake lights.

All lights must be in operating condition at tech inspection. All rearward-facing lights (taillights, brake 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 RALLY AMERICA, INC. They must be mounted in such a manner as to be clearly visible from the rear of the vehicle.

### **UTV-13 ENGINE LOCATION AND DISPLACEMENT:**

Maximum engine displacement is 1000cc.

**TURBOCHARGED ENGINE COMPLIANCE AND INSPECTION;**

**TURBO PRODUCTION UTV: NO ENGINE / TURBO MAINTENANCE OR REPAIRS MAY BE DONE WITHOUT CALLING THE RALLY AMERICA, INC. UTV TECH INSPECTOR FIRST. THE DRIVER OF RECORD MUST CALL FOR APPROVAL, PRIOR TO ANY ENGINE OR TURBO WORK IS PREFORMED. 602-769-6164. THIS IS MANDATORY.**

**Turbocharged engines and turbochargers must be inspected and approved by RALLY AMERICA, INC. Please call to schedule your inspection at your first events scrutineering session with RALLY AMERICA, INC. UTV tech inspector Cory S 602-769-6164.**

**Turbocharged engines and turbochargers must be OEM delivered as original equipment and may not be modified. No aftermarket parts or accessories are allowed on the turbocharged engine and turbochargers. Tampering or modifying turbocharged engines and turbochargers will result in a penalty and or up to disqualification and suspension. All OEM engine electronics must be used and OEM ECM's may be flashed however it is strongly recommended by RALLY AMERICA, INC. that the OEM ECM be flashed to the OEM ECM stock specifications.**

**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 delivered 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 the RALLY AMERICA, INC. UTV tech inspector at any time. RALLY AMERICA, INC. reserves the right to mark or seal any part of the engine prior to an event. Engines may be impounded after the event for the purpose of inspection.

The stock gearbox cases must be used; the internals in the gearbox 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 MARKET PARTS THE RACER COULD RECEIVE A PENALTY UP TO DISQUALIFICATION, SUSPENSION AND/OR FINES. ONLY THE RALLY AMERICA STEWARDS CAN ISSUE A PENALTY.**

**UTV-14 TURBOCHARGER, ECM/ECU, BLOWOFF VALVES, THROTTLE BODY, INNER COOLER:**

OEM ECM/ECU must be used and they may be re-flashed if needed to OEM specifications only. Aftermarket flashes and or reprograms are NOT 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 changed. Turbochargers may be checked and sealed by the RALLY AMERICA, INC. UTV Tech Inspector or a representative.

**BLOWOFF VALVES** Are open.

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

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

**INTERCOOLERS** Turbocharged engines that use air-to-air intercoolers must use the OEM stock intercooler, no other intercooler can be used, location is open. Turbocharged engines that use water-to-air intercoolers, can change, modify and or move the radiator for the intercooler. The intercooler itself must remain stock. No other intercooler can be used or added.

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

**UTV-14FD 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 NOT allowed.

**UTV-15 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-16 FUEL CELLS:**

Factory OEM Fuel Tanks and optional Fuel Cells are allowed.

All OEM fuel tanks and optional fuel cells must be securely mounted. All OEM fuel tanks and optional fuel cells must be filled from and vented to the outside of the vehicle. There must be a substantial cross member and firewall between the fuel tank and the occupants. There must be a substantial skid plate mounted below the fuel tank to protect against road debris impacting the OEM fuel tank or the optional fuel cell. No GI-cans or fuel containers similar in construction or purpose will be permitted in or on any vehicle during the race.

Aftermarket Safety fuel cells if installed shall consist of a bladder enclosed in a smooth skinned container. The container shall be constructed of 20ga. Steel or 0.060-inch aluminum. Magnesium is strictly prohibited. Container must be securely attached to vehicles with bolts or steel straps. All fittings must be built into the skin and bonded to the skin as an integral part of the tank or mechanically sealed by a ring and counter ring system by either flat joint or an “O” ring. Internal baffling is mandatory in all fuel cells. Bladder construction shall be of nylon or Dacron woven fabric impregnated and coated with a fuel resistant elastomer. Rotary molded polymer cells are acceptable. The physical properties minimum standards are in accordance with Table 1.

**Table 1 Test Type Minimum Standard Test Specification**

Tensile Strength	450 lbs.	Spec CCC-T-1916 Method 5102
Tear Strength	50 lbs.	Spec CC-T-1916 Method 5134
Puncture Test	175 lbs.	Spec MIL-T-6396 Article 4.5.17

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

#### **UTV-16A 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 co-driver, a splash guard is required to prevent fuel from splashing on the driver or navigator. If standard hose clamps are used, two clamp 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-16B 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-17 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 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-18 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-19 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 RALLY AMERICA, INC. UTV Tech Inspector for a better description. If any part of the stock chassis is damaged you must contact the RALLY AMERICA, INC. UTV Tech inspector to get the repairs approved. Any modifications or repairs to the stock chassis (frame) must be approved by the RALLY AMERICA, INC. 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 required is 0.060

#### **UTV-20 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 0.095" or 1018/1012 CDS/DOM. Doors that latch



and/or open and close are allowed. Door area must be completely covered with aluminum. Minimum thickness required is 0.060 and full height doors.

### **NETS:**

**NOTE: ALL WINDOW NETS MUST 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 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 RALLY AMERICA, INC. UTV technical inspector. Lexan in the side windows can be substituted for nets. Lexan side windows must be mounted in such a fashion as to allow quick removal in event door will not open. The net border or edge and the net attachment must be made of materials that are as strong or stronger than the net itself. Net attachments must be 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. **RALLY AMERICA, INC.** 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-21 BREAK DOWN SAFETY DEVICES:**

Refer to the 2018 Rally America Performance Rally Rules Article 5: Required Safety Equipment

### **UTV-22 OCCUPANT RESTRAINTS:**

All Competitors refer to 2018 Rally America Performance Rally Rule Article 5.3

### **UTV-22.a SEATING:**

All Competitors refer to 2018 Rally America Performance Rally Rule Article 5.4

### **UTV-23 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-24 ROLL CAGE MATERIAL:**

All vehicles in competition are required to be equipped with a roll cage based on seamless mild steel. Roll cage material may be; CRW, DOM, WHR, WCR mild carbon steel. All welds must be of high quality and craftsmanship with good penetration and with no undercutting of parent material.

### **UTV 25 ROLL CAGE TUBING SIZE:**

Minimum Tubing Dimension;

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

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

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

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

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 2000 lbs. or less and 1.5"x.120 if over 2000 lbs.**

### **UTV-26 ROLL CAGE DESIGN:**

RALLY AMERICA, INC. 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, RALLY AMERICA, INC. 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 SAE 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.

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

### **UTV-27 BUMPERS:**

All UTV race vehicles must have approved NERF bars secured to frame.

**Competitors may install front and rear bumpers using minimum 1.5" outside diameter, 0.083" wall thickness for front and rear bumpers must stick out a minimum of 2" past the tires, front to back. This is to prevent tires from touching when nerfing.** Bumper ends must be made in such a way as to avoid any sharp edges. Bumpers and nerf bars must be designed in a way as to reasonably inhibit two vehicles from becoming locked together. A safe front and rear bumper is required on all vehicles. **No hazardous** front or rear bumpers, nerf bars, frame heads or other protruding objects from vehicles are permitted.

### **UTV-28 IDENTIFICATION NUMBERS, MARKERS, AND STICKERS:**

All Competitors refer to the 2018 Rally America Performance Rally Rules Article 3: Competitor and Car Identification Requirements

### **UTV-29 SUPPORT VEHICLES:**

All competitors refer to the 2018 Rally America Performance Rally Rules Article 7: Event Operations. All Competitors refer to the 2018 Rally America Performance Rally Rules. [http://www.rally-america.com/assets/uploads/Rules/RA\\_PRR\\_2018rev\\_final.pdf](http://www.rally-america.com/assets/uploads/Rules/RA_PRR_2018rev_final.pdf)

**IMPORTANT: All rules are tentative and may be changed or updated as the RALLY AMERICA, INC. season progresses in accordance with the UTV classes. Please contact the RALLY AMERICA, INC. UTV class Tech Inspector Cory Sappington at 602-769-6164 or email at [UTVTECH@RALLY-AMERICA.COM](mailto:UTVTECH@RALLY-AMERICA.COM) with any questions or for more information on these rules.**

**Thank you for racing with RALLY AMERICA, INC.**