

VORRA Desert UTV RULES

These rules are implemented to help protect you, the racer, from injury and to keep the spirit of competition fair. VORRA makes no promise that following these rules will keep you from harm. Racing is dangerous and VORRA assumes no responsibility for damage to vehicles, harm, or death to participants. VORRA will make safety a priority first above all and will do its best to ensure the safety of all involved. The rules can change from time to time and every effort will be used to ensure the participants are well informed. Generally, rule changes will take place the following race season but VORRA reserves the right to implement a rule change that it deems necessary for the safety of its participants or fairness to competition.

How to use the rule book:

There is an identifier next to each category. Most pertain to ALL while some are class specific. Just look at each identifier and if your class falls into that category you must comply with the rule. The rule book starts off with Class definition, safety equipment then continues to more detailed/class specific rules. Thank you for choosing to race with VORRA.

UTV ALL: GENERAL CLASS DEFINITIONS

Class entrants shall comply with all class and applicable general regulations.

NOTE: ANYTHING NOT BUILT IN COMPLIANCE WITH THE SPIRIT OF THE CLASS MAY BE DEEMED INELIGIBLE TO RACE, COLLECT POINTS, TROPHIES, PRIZES AND CONTINGENCY. PLEASE CONTACT THE VORRA RACE DIRECTOR WITH ANY QUESTIONS AT 916-256-8743

All UTV race vehicles must pass all VORRA safety requirements and be approved by the VORRA UTV Tech Inspector. VORRA has the authority to change your class due to the Tech inspection, lack of UTVs to form a class or any number of changes to preserve the safety and spirit of competition. Tech inspection is required at each VORRA race for all UTV race vehicles.

PRO NA/TURBO PRODUCTION CLASS UTV DEFINITION: The Pro NA/Turbo production class vehicles are built using production UTV's, manufactured by registered companies like Polaris, Can-Am, Arctic Cat and Yamaha that issues Vin #'s.

UTV's must have a minimum of 2 seats (except the RS1). 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. Long travel is allowed. 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 16 years old, must be 16 by the date of the event. Co-driver minimum age is 14.

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

UNLIMITED PRO UTV CLASS DEFINITION: The Unlimited PRO Class vehicles are built using production UTV's, manufactured by registered companies like Polaris, Can-Am, Arctic Cat and Yamaha that issues Vin #'s. UTV's must have a minimum of 2 seats (except the RS1) Engine can be any OEM make of 1000cc MAX. NO Automobile engines. Any engine electronics can be used. Any transmission, Ecm's may be flashed. Any Aftermarket parts are allowed including Turbos, superchargers, ECM's. Any Suspension can be used including solid axle MAX width 80". Frames can be shortened or lengthened. The body must resemble the OEM spirit of the vehicle. Stock body components (hood, grill, front, and rear fenders etc..) are required. Pro Classes do have a points championship, a points championship fund, and an individual race purse. Minimum age for driver in any UTV class is 16 years old, must be 16 by the date of the event. Co-driver minimum age is 14. A minor MUST have a signed waiver by a parent or legal guardian.

STOCK PRO NA/TURBO PRODUCTION CLASSES DEFINITION: The Stock NA/Turbo Production Class vehicles are built using production UTV's, manufactured by registered companies like Polaris, Can-Am, Arctic Cat and Yamaha that issues Vin #'s.

UTV's must have a minimum of 2 seats (except the RS1). OEM engines must be used. All OEM engine electronics must be used. THESE CLASSES ARE FOR AFTERMARKET PARTS ADDED UTVs WITH THE EXCEPTION OF SAFETY DEVICES (CAGES, BUMPERS, NETS, SEATS,) This is now a Pro class with trophies and cash payout for individual races and overall season points. Aftermarket parts are allowed, but stock engines, from intake to exhaust must be used. Stock width and length must be used but upgraded suspension and shocks are allowed. Shocks may be replaced, but stock shocks mounting points must be used. Ecm's may be flashed. Maximum engine size is 1000cc. Must use all stock body components (hood, grill, front, and rear fenders etc..). Minimum age for driver in any UTV class is 16 years old, must be 16 by the date of the event. Co-driver minimum age is 14.

Suspension must remain stock length and width.

The point of this class is to remain as close to stock as possible. Depending on set up, you may be bumped to the Pro class or Sportsman class.

The biggest difference from Pro to Stock pros are as followed.

Payouts will be larger in pro.

Laps/miles will be longer

Starting order will favor Pro classes.

SPORTSMAN UTV CLASS DEFINITION: This class was designed to capture the UTVs that do not fit the requirements to be in another class (i.e., stock UTV with long travel or aftermarket cage). The Sportsman class races will typically be shorter than other classes with trophies only, no payouts. Minimum age for driver in any UTV class is 16 years old, must be 16 by the date of the event. Co-driver minimum age is 14.

UTV ALL: SAFETY EQUIPMENT

HELMETS: Full face helmets are mandatory. Helmets must be approved by one of the following with the appropriate approval decal attached; Snell SA2010 or SAH2010 / SA2015. Straps must have D-ring fasteners only. No snaps or Velcro will be permitted. Helmets must be free of defects; NO DAMAGE and in "like New" condition; no scratches or worn-out padding.

UTV ALL: PROTECTIVE CLOTHING

One-piece fire suits are mandatory. Two-piece suits are not permitted. The suits must cover from the neck to the ankles and to the wrists. The suits must be in "Like New" condition. No holes, rips, tears or be worn thin. The suits must also be free from any petroleum-based contaminants. All suits must be manufactured from fire resistant material and shall bear a minimum of an SFI 3.2A/5 or higher manufacturer's certification label. Fire retardant gloves and footwear rated to the SFI 3.3 standard are very highly recommended. VORRA also highly recommends that each fire suit be labeled on the upper right chest with the entrant's full name, blood type, allergies, or other important medical information. VORRA strongly recommends the use of either a fire-retardant balaclava rated to the SFI 3.3 specification or a helmet skirt rated to the SFI 3.3/5 specification.

Undergarments:

The use of petroleum based and other synthetic blends of undergarments such as the athletic or compression style close-fit garments (commonly used for the cooling, moisture wicking, and quick drying features) are not permitted. Synthetic fibers such as nylon, elastane, and polyester melt when ignited and for this reason they will not be permitted. VORRA strongly recommends- the use of a fire-retardant long sleeve tops, and long bottom undergarments as well as fire retardant socks rated to the SFI 3.3 specification.

UTV ALL: EYE PROTECTION

Shatter resistant eye protection is required for all competitors in a VORRA Race event.

UTV ALL: NECK RESTRAINTS: While at the present time we are not making these head/neck restraints mandatory, VORRA highly recommends the use of these devices.

Starting in 2020., racers will have a 1 race grace period. By the 2nd race head and neck restraints will be mandatory

UTV ALL: FIRST AID KIT. The first aid kit must be easily accessible within the occupant's area without having to remove any body panels or equipment and must contain at least the following items:

- Two-4" Bandage Compress

- Two-2" Bandage Compress

- One-Triangular Bandage

- Eight-2"x 3" Adhesive Bandages

- Four-1" x 3.375" Adhesive Bandages

- Four- Antiseptic (Methylate, etc.)

- Two- Pairs of Latex Gloves.

The following items are recommended in addition to the required items:

- One-Eye Dressing Packet

- One-Ace Bandage

- One-Wire Splint (Compact)

- One-CPR Face Mask

UTV ALL: SURVIVAL SUPPLIES

All vehicles must carry at least one day of survival supplies and one quart of water per occupant or rider. VORRA highly recommends that additional water be carried for each occupant during the hotter months.

UTV ALL: BREAKDOWN SAFETY DEVICES

Reflective devices must be at least 12 inches high and 12 inches long and be free standing (like trucker's breakdown triangles). For night races, two large glow sticks or two red reflective devices must be carried in the vehicle. Flares are not permitted. Good Samaritan points /time will be given for those who stop and help another racer in need.

UTV ALL: HORNS

All vehicles must have a loud sounding horn. Horn must be very audible from 100 feet in front of the vehicle. Sirens are permitted, in addition to a horn, during the actual racing portion of the event.

UTV ALL: REFLECTORS

All vehicles must have two 2-inch-wide x 8-inch-long red reflective tapes or two 2-inch round red reflectors (DOT stock taillight lenses satisfy this requirement) attached to the rearmost- portion of vehicle at each corner. The reflective tape or reflectors must be clearly visible from the rear.

UTV ALL: FIRE EXTINGUISHERS

Each vehicle must carry Two portable UL approved Fire Extinguishers ABC-class dry chemical type or equivalent Halon, AFFF Foam, Novec 1230, FE-36 fire extinguishers. Fire extinguishers must have a gauge and be fully charged. One must be easily accessible from inside of the vehicle (minimum 2.5-lb). An additional minimum 5-lb. ABC-class, dry chemical fire extinguisher or foam equivalent must be mounted on the exterior of the vehicle. The mounting must be in such a manner as to prevent damage to fire extinguisher during rollover and must be marked in such a manner as to allowing persons not familiar with vehicle to easily find fire extinguisher. Portable and on-board fire extinguishers must have a current (less than one year old) fire marshal's seal and attached label.

All vehicle's not using a fuel cell must use a fire ball type system. Fire ball system's must be mounted in a location near the engine area.

UTV ALL: PITS:

All vehicles in the pits must comply with the 25mph speed limit. Time penalties or disqualification will be implemented if speed limit not adhered to.

No loose pets or unattended children allowed.

No drinking of alcohol during a VORRA sanctioned event.

All Fueling must have a manned fire extinguisher, NO EXCEPTIONS!

Fueling must take place on fueling mats.

All repairs must be performed in your area and not penetrate the Pit lane. Be courteous to others in the spirit of friendly competition.

All Fuelers must be wearing a fire suit and wearing a full-face helmet. Helmet can be outdated.

UTV ALL: SUSPENSION COMPONENTS

SHOCK ABSORBERS

There must be at least one shock absorber per wheel in working condition at the start of the race. Shocks must be mounted in the original position from the factory. Unlimited UTV Class may change the shock mount locations.

UTV PRO/UNLIMITED: BUMP STOPS/ SECONDARY SUSPENSION

All bump stops are allowed. Secondary suspension includes Movable bump stops when they contact the suspension unit more than 4 inches before the end of the wheels upwards travel.

UTV ALL: WHEELS & TIRES

Snap-on hubcaps or Snap-on wheel covers of any type are not permitted. Tires will be visually checked for condition and must be considered reasonably safe by VORRA prior to competing. Maximum tire size is 33 inches outside diameter. Each wheel on the vehicle including all spares must have the vehicle's number STAMPED or PAINT PEN on each wheel within 2 inches of the valve stem. The STAMPED/PAINT PEN number must be a minimum 1/4 inch tall and must be on the OUTSIDE OF THE WHEEL.

UTV ALL: FASTENERS

It is recommended that all component parts on the vehicle's suspension system, chassis and running gear be secured with s.a.e. Grade 8 or better nuts and bolts. Bolts must be secured with either lock nuts, lock washers, cotter pins or safety wire and have at least one full thread showing through the nut. Zeus fittings can fasten body panels as well as roof panels.

UTV ALL: STEERING & BRAKE COMPONENTS

STEERING

All steering components must be in good condition and in proper working order. Drag link and tie rod ends must be secured with a cotter pin in each one. VORRA UTV Tech must consider the steering reasonably safe before vehicle is permitted to compete.

BRAKES

Brakes must be in a safe working condition and be able to apply adequate force to lock up all four tires. Brakes must be in a safe operating condition during the entire event. If brake system problems do occur during the event they must be repaired before continuing in competition. Turning or steering brakes are only permitted in Unlimited class.

UTV ALL: ELECTRICAL SYSTEM

IGNITION

Each vehicle must have a positive action on/off switch in good working order. The switch must be labeled "ignition" on/off and be located within easy reach of the driver and from the outside of vehicle. All electric fuel pumps with independent switches must be labeled "fuel" on/off and be within easy reach of driver and from outside of vehicle. It is highly recommended that electric fuel pumps are not independently switched.

BATTERIES

Batteries must be securely mounted with metal-to-metal tie downs. All flooded cell batteries must be fully enclosed including the sides and bottom. Enclosure must be able to contain the quantity of acid contained in the battery if inverted.

Batteries shall not be in the driver's compartment. Batteries will be considered as being in the driver's compartment if there is no firewall between the battery and the driver.

UTV ALL: LIGHTS

ALL VEHICLES including stock classes must have a minimum of two taillights, two brake lights, one rearward facing amber light and a rearward facing BLUE (or GREEN) STROBE LIGHT. This is in addition to the rearward facing L.E.D. AMBER LIGHT. The L.E.D. MUST EQUAL A 55 WATT LIGHT and must be installed on all vehicles. This BLUE strobe (or GREEN) is an attempt to identify slower moving classes of vehicles so that faster classes of vehicles will be able to recognize they are approaching a slower vehicle. All lights must be in operating condition at time of inspection. Headlights or running amber lights are highly recommended for day racing. All rearward-facing lights (taillights, brake lights, blue (or green) lights if so required and amber light) must be in operating condition before the vehicle will be permitted to start the race. If during the race any taillight, brake light, blue (or green) light if so required or amber light is damaged or burned out, the light must be fixed or replaced at the next available pit before proceeding in the race. Any taillight, blue (or green) light if so required or amber light that is connected to a switch that will allow the vehicle to move in any direction under its own power without the lights being on will cause that vehicle to be disqualified. All rearward-facing lights must be protected against damage in the event of a rollover. Taillights must be at least 3 inches in diameter, or meet with VORRA approval, and must be mounted in such a manner as to be clearly visible from a distance to the rear of the vehicle. The L.E.D. amber light must be either a 3-inch round or model 60 oval shaped light. Rearward blue (or green) light if so, required must be at least 55watts or greater. The blue or green lens must be medium coated in color. The amber light and blue (or green) light if so, required must be mounted a minimum of 48 inches from the ground and must be clearly visible, with no obstructions (IE: not mounted behind any solid object), from any angle from the rear of the vehicle. The amber light and blue (or Green) light if so, required must be placed so that an approaching driver's vision is not impaired. The amber light, blue (or green) light if so required and taillights must be connected to the ignition switch (connecting straight to the battery switch, if vehicle is so equipped, is acceptable) and remain on during the entire race.

UTV ALL: FUEL

Any of the following commercially available fuels may be used:

A. Service station pump gasoline (the type normally used in passenger vehicles for highway use,

this also includes E85.)

B. Racing gasoline as manufactured

C. Commercial aviation gas

No alcohol, NOS, or nitromethane is permitted. Commercially produced nationally advertised fuel additives may be used.

UTV PRO/UNLIMITED: FUEL TANKS

Safety fuel cells are not required in all classes. You may now run in the pro class without a fuel cell. To run the Pro UTV class you must have a type of fire suppression system installed. A fireball will count as an acceptable fire suppression system.

Auxiliary fuel tanks may be added in all classes except those classes whose class rules do not allow auxiliary fuel tanks. Auxiliary fuel tanks must be safety fuel cells. Alternative fuels (propane or natural gas) must use an approved fuel cell as determined by DOT standards and with the approval of VORRA. Alternative fueled vehicles may not use auxiliary fuel cells. All fuel tanks must be securely mounted. Fuel tank must be filled from and vented to the outside of the vehicle. There must be a substantial cross member and firewall between the fuel tank and the occupants.

No GI-cans or fuel containers similar in construction or purpose will be permitted in or on any vehicle during the race. Time penalty or disqualification will result.

Safety fuel cells shall consist of a bladder enclosed in a smooth skinned container. The container shall be constructed of 20ga. steel, 0.060-inch aluminum or 0.125-inch marlex. Magnesium is strictly prohibited. Container must be securely attached to vehicles with bolts or steel straps. All fittings must be built into the skin and bonded to the skin as an integral part of the tank or mechanically sealed by a ring and counter ring system by either flat joint or an "O" ring. Internal baffling is mandatory in all fuel cells. Bladder construction shall be of nylon or Dacron woven fabric impregnated and coated with a fuel resistant elastomer. Rotary molded polymer cells are acceptable. The physical properties minimum standards are in accordance with Table 1.

Table 1

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

General Information

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

UTV PRO/UNLIMITED: FUEL FILLER, VENTS & CAPS

Fuel filler lines and positive-locking non-vented fuel filler caps (Monza/flip-type caps are strictly forbidden) must be located and secured in such a manner as to prevent being knocked off or open during movement, rollover, or accidental impact. Design and installation must be in such a manner to prevent fuel escaping from pickups, lines, fillers and- breather vents if vehicle is partially or totally inverted. Fuel breather lines must have a rollover check valve incorporated in the fuel cell along with a secondary external discriminator valve which should be mounted visible and at no more than a 15-degree angle. 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: The vent line may be wrapped one full loop around the outside of the fuel cell near the top of the fuel cell and then down below the vehicle 3 inches below the lowest point of the fuel cell. Where the vent line attaches to the fuel cell there must be a loop above the fuel cell that extends 4 inches higher than the top of the fuel cell. The breather line must be vented outside of driver's compartment and be directed away from the engine and exhaust system.

All fuel fillers attached to the frame or body panel must use a flexible coupling to the tank. All fuel fillers must be surrounded by a boot or splashguard (body panel is acceptable as a splashguard if sealed). Boot or splashguard must direct fuel spillage to outside of vehicle and away from driver's compartment, engine, and exhaust. A fuel filler rollover-check-valve must be incorporated into all fuel cells. It is highly recommended that all detachable fuel filler caps have a flexible strap or chain attached between it and the frame of the vehicle.

All competitors should review Race Fuel Safety: Because of the recent flash fires after rollovers. Review the fuel rail retaining system on your motors. We suggest that you also interlock your fuel pumps to disable them with the loss of oil pressure, check with your engine builder. This is for your safety!!!

UTV PRO/UNLIMITED: FUEL VENT LINES: These lines must be routed so that the line runs to all external fuel cell locations, i.e., top – left side – front – right side – back – bottom. This will limit fuel spills when the race vehicle is "Parked" in a position that tips the fuel cell. This is in addition to the rollover flapper/check valves. Must have inline external discriminator valve.

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UTV ALL: STARTER

All UTVs must be self-starting by use of an onboard electric starter.

UTV ALL: ENGINE TRANSMISSIONS & DRIVELINES

ENGINE DISPLACEMENT

Where applicable engine displacement must adhere to class rules. Engine displacement may be checked by VORRA UTV Tech.

ENGINE REPLACEMENT

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

TRANSMISSION

Every vehicle must have a functional reverse gear. Four-wheel drive vehicles must be capable of being driven through all wheels.

THROTTLES

Every vehicle with a foot throttle must have two return springs, with a minimum of a 2-lb. pull, attached to the carburetor. Fuel injected vehicles are exempt from having two return springs. Computer controlled throttles are exempt from having two return springs but must maintain the stock system. A stop or override system must be used to keep linkage from passing over center and sticking in an open position. A hand throttle may be used if physical- limitations necessitate use of such device. The hand throttle must follow the same guidelines as a foot throttle and must be deemed safe and approved by VORRA

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UTV ALL: EXHAUST

Forestry approved spark arrestors or approved mufflers are required on ALL VEHICLES. Exhaust system design and installation must be directed rearward out of the body and away from the driver and co-driver, fuel cells and tires. The exhaust must be placed in such a manner as to minimize the production of dust.

UTV ALL: FLUID COOLERS

Oil coolers and radiators located ahead of the driver and co-driver or in the passenger compartment must have a shroud that will prevent liquids from blowing back or leaking onto the driver and/or co-driver in the event of a rupture or leakage. All hoses running through the passenger compartment must be shielded. Steel braided hoses do not constitute a shield.

UTV ALL: AUXILIARY EQUIPMENT

All UTVs must start race with a complete functional electrical system.

TURBOCHARGERS & SUPERCHARGERS

Stock Turbochargers/Superchargers from the factory OEM (year, make, model) must be used. ECM Flashes are allowed. Non-compliant cars are considered Unlimited Class. Turbocharges and Superchargers only permitted on gasoline-powered vehicles in classes listed.

UTV ALL: ROLL CAGES

ALL vehicles must have an approved Roll cage to compete in a VORRA sanctioned event. You must present a safe vehicle for pre-race tech inspection. You must maintain your safety equipment including the roll cage integrity. 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 vehicles in competition are recommended to be equipped with a roll cage based on seamless mild steel/4130 chrome molly steel tubing. Minimum design and tubing size for roll cage structure is in accordance with Table 2.

Table 2. Minimum Tubing Dimension

Note: See manufacturer's' reference charts for alloy steel tubing equivalent strengths. No aluminum or other non-ferrous materials are permitted.

MATERIAL

Roll cage construction material may be crew, dom, whr, wcr mild carbon steel or 4130 chromoly. 4130 chromoly is highly recommended for all roll cage construction. Stress relieves all welded intersections by flame annealing. All welds must be of high quality and craftsmanship with good penetration and with no undercutting of parent material. Oxy acetylene brazing on roll cage is strictly forbidden

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UTV ALL: ROLL CAGE DESIGN

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 diagonal brace and all- necessary gussets. 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 encounter the vehicle occupant's helmets must be padded. All portions of the roll bar or bracing that might encounter 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 double 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.

All UTVs must have at least one side bar on each side of vehicle that will protect occupants from side impact. The side bars must be of the same tubing material and dimensions as the rest of the roll cage. The side bars must be as close to parallel to the ground as possible, be located to provide maximum protection to the occupants, and be securely welded to the front and rear hoops. The location of the sidebars must not cause difficulty in entering or exiting the vehicle. 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 occupants' safety.

VEHICLE WEIGHT

Under 2000 lbs.	1.5" x 0.95"
2001 to 2500 lbs.	1.5" x .120"
2501 to 3000 lbs.	1.75" x .095"

UTV ALL: SAFETY HARNESS

All vehicles must have a minimum of five-point harnesses consisting of a lap belt, anti-sub strap belt, and two shoulder harnesses with metal to metal "latch and link" or "cam lock" buckling system connectors at each point for every occupant in the race vehicle. No "Y" shoulder belts are permitted. No push button type releases will be permitted. The harness system shall bear the SFI Foundation's 16.1 or 16.5 manufacturer's certification label on each webbing component. Harnesses utilizing a cam lock buckling mechanism shall be regularly serviced and remain in proper working order. Cam lock style harness determined by VORRA to be improperly maintained or not in proper working order will not be allowed for use in competition.

Two-inch all over safety harnesses (complete 2-inch all over webbing) will be permitted by VORRA only if bearing the SFI 16.5 manufacturer's certification label on all webbing components. Ratchet style lap belt

adjuster mechanisms are permitted if complying with and bearing the SFI Foundation's 16.1 or 16.5 certification label.

Harness systems must be in new or perfect condition with no cuts, frayed layers, webbing elongation, chemical stains, or excessive dirt, and must be in flexible condition (i.e., material must not be rigid). All belts must be replaced three years from the month and year of manufacture or by the expiration date on label. IF OUT OF DATE THE TECH MAY APPROVE ON A RACE-TO-RACE BASIS AS LONG AS THERE ARE NO TEARS OR FRAYS AND BELTS REMAIN PLIABLE AND IN "LIKE-NEW" WORKING CONDITION. All harnesses must be installed per the manufacturer's instructions and must follow SFI standards. Mixing and matching varying manufacturer's belt components on a single system is not permitted – each occupant's safety harness shall consist of belt components from a single- manufacturer. No portion of the safety harness system may be altered in any fashion from the manufacturer's original design. No surplus safety harnesses are permitted. NOTE: Where "D" rings are used, the excess belt material must thread back through the D ring a third time Mounting hardware must be a minimum of 0.375-inch Grade 8 bolts with a 1.5-inch diameter flat washer attached through the body or frame using lock nuts or cotter keys. All harness hardware must be safety tied or cotted key when applicable. If a wraparound type harnesses is used on a tube, care must be taken to prevent them from slipping and chafing from sharp frame components.

UTV ALL: SAFETY NETS

VORRA approved safety nets are mandatory on all vehicles and must cover the complete open area of the cockpit on both sides of the vehicle, SFI 27.1 driver/navigator ingress/egress window nets are mandatory. Nets must be installed on the inside of the roll cage to prevent them from being damaged or coming off in the event of a roll over or slide on the side. Nets attached to doorframes are permitted if door has a positive secondary latching device. Nets must be installed so that the occupants can release the netting unassisted and exit the vehicle regardless of the position of the vehicle. Net installation must meet with the approval of the 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 every 6 inches. Acceptable attachments are not limited to the following: Adel clamps, one-way snaps, metal hooks, and steel rods. All nets must have no more than a 1inch gap on all borders to contain hands and fingers inside the vehicle in the event of a rollover or slide on the side. No zip ties may be used for the Ingress/Egress net. No Velcro may be used. Spring loaded or pushbutton seatbelt style buckles will be allowed. A quick release seat belt style pushbutton latch will be allowed.

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 ALL: SEATING

A recognized manufacturer that specializes in seats for racing applications must make all seats. No stock production seats are allowed except for Stock/Sportsman Classes. 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 to prevent whiplash are highly recommended for all occupants. Starting in 2020., racers will have a 3-race grace period. By the 4th race head and neck restraints will be mandatory. All portions of the roll bar or bracing that might encounter the vehicle occupant's helmets must be padded.

GENERAL VEHICLE COMPONENTS

UTV PRO/UNLIMITED: DRIVER'S COMPARTMENT

The vehicle occupants must be able to enter and exit, unassisted and with great ease, the driving compartment with the vehicle in any position. Firewalls and/or bulkheads must separate the driving compartment from any fuels, engine fluids and acids. The roof shall also be covered with sheet metal or sheet aluminum if Fiberglass roof is used, Sheet Metal must be attached to the top of the cage. Minimum of .080-inch(2mm) aluminum recommended 0.125 (3mm) covering all areas.

UTV ALL: DOORS & LATCHES

All vehicles with operational doors must have positive locking mechanisms and must have a permanently attached positive secondary latching device.

UTV PRO/UNLIMITED: FIREWALLS

All vehicles must have an all-metal firewall separating the driver's compartment from the danger of fire from the engine and fuel supplies. A minimum firewall must be liquid tight and extend from the driver's shoulder height to the vehicle floor and from body side to body side. If rear mounted fuel cell is higher than drivers shoulder height, the firewall must extend at least 2 inches above the top of the fuel cell. 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 must be used to seal the hole between the firewall and the item passing through the firewall.

WEIGHT

Official vehicle weight shall be considered the dry weight of the vehicle upon completion of the event with the deletion of fuel from the fuel cell, removal of spare tires, tools, and spare parts and without occupants in vehicle. Official weight will be the weight as shown on the VORRA official scales.

FLOORBOARDS

Floorboards or belly pans are required on all vehicles and must be attached by a minimum of six 0.25-inch bolts (Zeus fasteners are permitted) per side if not an integral part of the body or chassis. Floorboards must cover the entire area from in front of the pedal assembly to behind the seats and from outside edge to outside edge on each side. Floorboards in the front must extend up in front of the pedal

assembly. Installation must be done in such a manner as to afford maximum protection to the occupants from debris.

UTV ALL: BUMPERS

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. Bumpers must extend 2 inches past both front and rear tires. Ends must be capped and rounded to prevent any sharp edges. Bumpers and nerf bars must be designed in a way as to reasonably inhibit two vehicles from becoming locked together.

UTV ALL: MIRRORS/REAR CAMERAS

A rear-view mirror and one side mirror are required on all vehicles. Mirrors must have at least 6 square inches of mirror surface. Mirror must have a reasonably unobstructed view of area behind vehicle. Rear view cameras are allowed but are in addition to the mirrors.

UTV ALL: SKID PLATES

Skid plates designed to reasonably protect the front suspension, steering, brake components and undercarriage are recommended on all vehicles. Skid plate must be securely attached.

UTV ALL: STORAGE

All spare parts and extra equipment carried on a vehicle must be securely fastened to prevent movement during competition. All spare parts and extra equipment must be carried in such a manner as to reduce the risk of injury to the occupants.

UTV ALL: FENDERS

Fenders must be securely attached to UTV on all classes. The removal of fenders during competition for any reason other than damage incurred during the competition will result in disqualification.

UTV ALL: CHASSIS & BODY

All body parts must remain on the vehicle (accidental damage excluded) during the entire length of race. All repairs must meet with the approval of VORRA.

UTV ALL: HOSES

All fuel and brake line hoses including metal lines and fittings must be clamped and/or safety wired.

UTV ALL: IDENTIFICATION MARKERS

All vehicles in competition must display the official VORRA decal on both sides of the vehicle. All vehicles in competition must be identified with the correct class vehicle numbers and be displayed in the proper locations as prescribed herein.

All Classes can choose between white background w/black numbers or black background w/white numbers. Stock Sportsman Class requires a yellow background with black numbers. There must be a gap of at least 1 1/4" between the black line and the numbers. Any number location that is deemed by VORRA to be too hard to read will have to be changed prior to vehicle competing in the event. Please make numbers easy to see. Do not blend numbers into design on vehicle. All vehicles in competition must have identification numbers in the following locations and sizes:

*Minimum 6 inches high with 1-inch-wide stroke on each side of vehicle in line with the occupants.

*Minimum 6 inches high with 1-inch-wide stroke on the rear of vehicle and is plainly visible from the rear.

Minimum 4 inches high located on the front of vehicle and is plainly visible from the front of the vehicle.

Note:

VORRA assumes no responsibility for scoring vehicles with unrecognizable numbers. It is the vehicle driver's responsibility for keeping numbers recognizable.

A RACER DOES NOT OWN A RACE VEHICLE NUMBER IN VORRA. If a participant has a request for a certain number in a certain class VORRA will do its best to accommodate that request. If the race vehicle is sold, the number does not go with the race vehicle unless approved by VORRA. Vehicle numbers, once assigned to you, must race at least one VORRA event during the season to retain the number.

NUMBER SYSTEM

Pro Production (NA)	UTV	1900-1999
Pro Production Turbo	UTV	2900-2999
Pro Unlimited	UTV	1800-1899
Stock Pro NA	UTV	3900-3949
Stock Pro Turbo.	UTV	3950-3999
Sportsman	UTV	5900-5999

UTV ALL: 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. Pit support vehicles must have current VORRA pit pass attached to lower portion of the front windshield on the passenger side for some events.

UTV ALL: ADVERTISING ON VEHICLES

Advertising, symbols, and names may be displayed on vehicles contingent that they do not interfere with identification markings and if they are in good taste.

UTV ALL: RADIO EQUIPMENT & COMMUNICATIONS:

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 official Frequency is 151.625 (WEATHERMAN). The VORRA frequency is required on every radio. All race teams are required to provide team specific radio frequency information to the VORRA Tech Inspector.

NOTE: Any race or support vehicle radio equipment is strictly prohibited from interfering with or disrupting race communications on all frequencies allotted to the amateur radio band, public service band, marine band, and aircraft band as permitted by FCC rules.

Outboard linear amplifiers with an output over 25 watts are prohibited. An outboard linear amplifier is a device that boosts the power of the radio and is connected between the radio and antenna.

UTV ALL: SCORING TRANSPONDERS/GPS

All vehicles in competition shall have a transponder mandated by VORRA. All transponders shall be securely attached to the race vehicle.

UTV ALL: 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 inspect any engine at any time for the purpose of class compliance inspection. A fee may be required for the inspection.

UTV ALL: OCCUPANTS

All UTV race vehicles must have a driver and a co-driver in the vehicle for the entire race (excluding the RS1). Multiple drivers and co-drivers are allowed. All participants must register and attend the drivers meeting.

PRE-RACE UTV TECHNICAL INSPECTION FORM

Event _____ Date _____ Class.

Vehicle# _____ Frequency _____ Manufacture _____ Color _____

Driver of Record _____ Co-Driver.

Second Driver _____ Co-Driver

Pass	Fail	Warning
O	O	O

- O Driver of Record and Arm Band
- O Driver Suits SFI 3.2A/5 Minimum (No Holes, Rips or Worm Thin) Helmets SNELL 2005 or Newer D Ring Chin Strap Type
- O Head and Neck Restraint
- O Front and Rear Bumpers 2" Past Tires
- O 2 Fire Extinguishers, Gauge Type Only, Fully Charged and Maintained, 2.5 ABC
- O O O First Aid Kit, Water, Survival Supplies, Breakdown Triangle. NO FLARES!
- O O O Horn (Loud Siren Type)
- O O O. Stock Pro Fire ball installed in an approved area
- O O O Safety Lights Tail, Brake, Amber, Flashing Amber, Blue Solid, Blue (or green) green Strobe Spec, Clearly Visible, LED 2000 Lumen, Wired to Battery Switch
- O O O Rear View Mirror
- O O O
- Fuel Cell, Bladder, Flapper Vent, Straps, Firewall 4" Above Cell, Splash Guard on Filler, Filler Clamps, Vent Line Routing
- O O O OEM Rear Fenders Body Panels Tow strap
- O O O Pit Crew Fueling Safety Gear Fueling mat
- O O O
- 1000 CC - Engine Seal # Turbo Seal #
- O O O Exhaust (Spark Arrester or Muffler, Exit Past Cab)
- O O O Roll Cage Design (Diagonal Brace, Gussets, Front-Rear Bumper, Etc.)
- O O O
- 3" "H" Style 5 Point Harnesses, 3-Year-Old Max, Month and Year Must be Tagged, Clips Must be Cotter Pinned, **If the belts are out of date, the tech may approve their usage on a race-to-race basis if there are No Tears or Frays, and belts remain Pliable and in "like new" working condition**.
- O O O Safety Nets (Covers Full Side Opening)

I.D. Numbers (4" Front 8" Sides 6" Rear) VORRA race sticker on Both Sides

- Wheelbase +8" Track Width 80"
- Battery Bolted Down/In Cab Covered
- Radio Frequency Posted
- Wheels Stamped/marked