

## Rulebook 2021

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**\*\*Please be aware that it is not our goal to prevent anyone from racing, it is our goal to uphold the highest level of safety. And to provide the safest environment for our racers, staff, volunteers and spectators.**

### 1.1 – Tech Inspection

- All classes, 4400, 4500, 4600, 4800 sportsman & UTV must pass tech and be tagged prior to start of race, or any qualifying. It is the responsibility of the driver to ensure all components of the safety rules and regulations are met. It is the driver's responsibility to ensure that, co drivers, pit crew, and others associated with the race car or race team meet all safety rules and regulations. It is the driver's responsibility to have safety equipment and race car available for tech at posted time.
- Tech will consist of a yearly tech inspection and pre-race safety tech inspection.

### 1.2 - Drivers meeting

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

knowing information given at the Driver's Meeting. Penalty for missing a Drivers meeting will be a forced rear start, time penalty or DQ from race.

### 1.3 - Sportsmanship

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

### 1.4 - Protest rules / procedures

-Protests are intended for driver to driver conflicts over rough driving, unsportsmanlike conduct including but not limited to; short coursing, outside assistance, etc.

Protests of calls made by the promoter are not allowed - calls made by the promoter are final and are not open to challenge.

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

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

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

- Winner of protest will be awarded the \$100 protest fee. (Driver protesting or Driver protested against)

- Three drivers will be chosen at random from the day's event to sit on the Competition Review Board (CRB), only drivers listed in the protest will be excluded from the CRB.

- Brink Fab Motorsports Race Series officials will choose a representative from the organization to oversee the CRB proceedings.

- The CRB will listen to both sides of the protest.

- The CRB will retire to a closed meeting location to discuss the protest and render a decision based on the established rules of conduct, sportsmanship and any standing racing rules.

- The CRB may ask for more information or clarification from any or all parties that might be involved before announcing a decision.

- The CRB will decide on the penalty if one is needed

- The decision announced by the CRB will be binding and is considered accepted by all parties by entering into the event.

### 1.5 - No Chase Race Rule

- No outside assistance from any party to aid in furthering your race. Recovery crews are provided for help only in up righting an over turned vehicle or removing a vehicle from a dangerous portion of the racing surface. Assigned staff Recovery teams will not assist teams with repairs, towing to the pits or any help that aids further progress on the racetrack. If an assigned staff recovery crew is used to move a stuck vehicle from a dangerous portion of the race surface, they can only move the vehicle as far as to make it safe for other teams to pass. Once a vehicle is unstuck it may again proceed with the remaining portion of its race. Cars racing in the same race or heat may help other cars in said race or heat with recovery, repairs, supplying or bringing parts or tools to another team. Only the driver and riding co-driver will be able to assist in any fashion stated above. Under no circumstance may a vehicle leave the race course to return to a pit for help except in a designated entrance to said pit area and by travelling the designated race course to get to said entrance. Drivers or co-drivers may leave their vehicle on course in a non-dangerous location and return on foot to a pit location to retrieve parts or tools needed to repair their own vehicle, during such a trip no one may aid them with the

trip or retrieval of parts or tools except another vehicle in the same race or heat. The penalty for breaking any portion of the no chase rule is disqualification, if the rule is determined to have been broken but the race has finished and a team continued to race the team will still receive the disqualification and any laps counted after the infraction will be removed from the race history and any awards returned to Brink Fab Motorsports Race Series. It is the drivers' responsibility to know and understand this rule in whole. No one can change this rule during any race, including race staff, property owner or any outside source.

#### 1.6 - Start

All races will be started with official starter; race start procedures and format will be reviewed at drivers meeting prior to start of race. Each individual race may consist of its own start style and it's the driver's responsibility to know and understand the rules prior to the start of each race.

#### 1.7 - Course

Racecourse will be set using color code gate markers, it is drivers responsibility to know and understand racecourse. Map of course will be provided prior to race start. Driver must pass between gate markers in order, failure to do so will result in penalty's or DQ. Course markers will consist of signs, direction arrows or snow / marker fence. Gates will consist of posts marked with yellow 1' x 1' square markers on left side of course, posts marked with red 1' x 1' diamonds on right side of course. It is driver's responsibility to pass between gates. It is the drivers responsibility to understand the course layout in the event of gates or signage being destroyed or changed by weather, racing , or any other occurrence.

Absolutely no travelling backwards on race course or "short coursing" to return to pits etc etc

#### 1.8 - Flags

Green – Go, start or resume racing.

Yellow – Caution, slow to caution pace, danger ahead, no passing

Red – Stop, complete stop, stop on spot / hold in position

Black – black flag pointing at car DQ

White – Last lap

Black / White checkered – finish, race over

#### 1.9 - Penalties, DQ

1.9.1 - Missing gate – first offence 20-second min or time saved multiplied by 5 (course official discretion). Second offence 30-second min or time saved multiplied by 7 (course official discretion) third offence 60-second min or time saved multiplied by 15 (course official discretion). Fourth offence penalty to be assessed by officials rules group and may result in time penalty, lap down penalty or DQ from race.

1.9.2 - Short coursing – Accidental short coursing penalties will result in time saved multiplied by 5 for first offence, X 10 for second offence X 15 for third offence. Any Purposeful short coursing or cutting course may result in DQ. It is drivers responsibility to get back on course at point of exit with out driving against flow of race course travel, crossing race course when unsafe to do so, or to enter back on to race course at nearest safe point. Penalties will be at discretion of course officials.

1.9.3 - Contact – purposeful contact to cause damage, to disable or harm competitor car will result in DQ

1.9.4 - Speeding or passing on yellow flag – min 30 seconds or time saved multiplied by 7 first offence, second offence min 60 seconds or time saved multiplied 15. Third offence DQ (speeding penalties will be at track officials discretion)

1.9.5 - Speeding in pits / hot pits – first offence 60 second penalty, second offence DQ

1.9.6 - Black flag – if driver is black-flagged for any reason driver must immediately pull to outside of racetrack slow to pace speed and make way back to hot pits. Car is DQ from race

1.10 - On course break down

Car must pull over to safe place if possible or into hot pits, no outside help on racecourse except from other competitor. Only exit vehicle when safe to do so. Pit crew to only assist in hot pit area. It is the racers responsibility to arrange removal of vehicle to pit area at completion of race; on site recovery is for race recovery only and not for tow to pit purposes.

Cars late to stage may result in time penalty or start at back of pack.

1.11 - Finish

Races conclude after set number of laps (TBD), with maximum time to finish as set out in drivers meeting. All penalties are to be calculated, added to times to determine winner. Official winner to be declared after official protest time has closed.

1.12 - Pits / pit area

Zero tolerance to speeding, showboating with race cars or vehicles

Zero tolerance to breaking any environmental rules

1.13 - Officials

Zero tolerance for the abuse of any grounds or track officials, timers or staff. Any abuse of any official, volunteer or staff may result in fines, penalties or disqualification from event or series.

1.14 - Other / alcohol / illegal substance

Drivers, co drivers, pit crew are to be free from the effects of alcohol or illegal substances while operating, racing, driving or assisting with race or race car during race time or qualifying.

## VEHICLE REQUIREMENTS (all classes)

### EQUIPMENT CONDITION AND FUNCTION

All necessary or required equipment, gear, devices, safety equipment, and vehicle components, as described in Rule book (including any special rules or supplementary regulations), must be in good and proper working condition at the time of technical Inspection. Certain equipment and components must remain serviceable throughout the event, and if damaged must be repaired or replaced before continuing to race or allowed on course.

## 2 - SAFETY EQUIPMENT

### 2.1 - DRIVER RESTRAINT SYSTEMS

- All vehicles must have a five-way, five-point driver restraint system for each occupant which meets or exceeds SFI 16.5

Driver restraint systems must use a latch-and-link style quick-release buckle (push button are not permitted). Driver restraints must incorporate a lap belt, anti-submarine strap, and shoulder straps. Unless specified in class (sportsman)

- The driver restraint system shall consist of at least one 2” wide anti- submarine strap, one 3” wide lap belt and two 2” wide shoulder straps. Sternum straps and chest buckles may be used.

- Belt/strap material shall be nylon or Dacron polyester. Driver restraint system must be in new or perfect condition with no cuts, frayed layers, chemical stains, or excessive dirt and must be in flexible condition (i.e. material must not be stiff). All driver restraint systems must show the manufacturer’s name and the month and year of manufacture. All driver restraint systems must be replaced after three (3) years from date of manufacture. It is highly recommended that all driver restraint systems be replaced after one year from the date of manufacture.

- No portion of the driver restraint system may be altered in any fashion from the manufacturer’s standard design.

- All driver restraint systems must be properly mounted in accordance with manufacturer’s directions and recommendations. Bolt in, wrap-around, and snap-in mounting styles are permitted, except that lap belts may not be mounted by wrap-around method. In addition to conforming to the manufacturer’s directions, driver restraint system installations must also conform to the following: The driver restraint system must be mounted to structural members able to withstand the load the restraint system will place on them in a crash, without rupturing or failing.

- Driver restraint system must be used with a seat with the proper number of slots, in the proper locations, for the belts. Seats must not be modified to create belt slots.

- Driver restraint systems must be worn properly tightened, by all occupants, at any time the vehicle is in motion.

## 2.2 - SAFETY NETS

- Safety nets are mandatory on all vehicles and must meet or exceed SFI 27.1

- Safety nets must cover the complete open area of the cockpit on both sides of the vehicle to the extent that it is impossible for any limb or body part of any occupant to protrude from the vehicle at any time when the occupant is properly seated and strapped in their normal driving / riding position.

- Nets must be installed on the inside of the roll cage to prevent them from being damaged or coming off in a roll over or slide on the side. Nets attached to door frames are permitted. Nets must be installed so that the occupants can release the netting unassisted and exit the vehicle regardless of the position of the vehicle.

- For vehicles using factory or factory-style doors, Lexan in the side windows can be substituted for nets as long as positive secondary latching devices are used on the doors. Lexan side windows must be mounted in such a fashion as to allow quick removal in event door will not open.

## 2.3 - SEATING

- All seats must be manufactured by a recognized manufacturer that specializes in seats for racing applications, and be of a type suitable for the event. Stock (OEM) production seats are prohibited. Unless specified in class rules and regulations (sportsman / UTV)

- All seats must be securely mounted to frame of vehicle and mounts must be properly reinforced to keep seat from moving in relationship to the frame. Adjustable track-type seat mounts must be securely mounted to frame of vehicle to allow no lateral or vertical movement between seat and frame or mounting track and frame.

- Headrests constructed of at least 2” thick resilient padding and being approximately 36 square inches in area are required.

- Seats must have appropriate slots to properly accommodate driver restraint system.

## 2.4 - FIRE EXTINGUISHERS

- Each vehicle must carry a portable UL approved 2.5 lb. or greater ABC-class dry chemical or equivalent Halon fire extinguisher. Fire extinguisher must have a gauge, be fully charged, and be easily accessible from inside of the vehicle (Recommended accessible by all occupants). An additional 2.5 lb. or greater ABC class, dry chemical or equivalent Halon fire extinguisher must be mounted in a position that is easily located and accessed from the exterior of the vehicle by persons not familiar with the vehicle. All extinguishers must be mounted in a manner that permits their removal and use without the use of tools. All fire extinguishing/suppression systems must have a current (less than one year old) fire marshal's seal and attached label.

## 2.5 - HORNS

- All vehicles must have a loud horn. Horn must be clearly audible from a distance of 100 feet in front of the vehicle. The use of sirens is permitted, in addition to a horn, during the actual on-course portion of the event. Disposable air horns are not an acceptable method of meeting the horn requirement, unless specified in class regulations (sportsman / UTV)

## 2.6 - FIRST AID KIT

- A weatherproof first aid kit must be carried in each vehicle at all times and must contain at least basic first aid items. The first aid kit must be easily accessible within the occupant's area without having to remove any body panels or equipment. Occupants with special medical needs should make those needs known in an obvious location on their fire suit or helmet.

## 2.7 -VEHICLE IDENTIFICATION

- All vehicles in competition must be identified with the correct entrant number. Entrant numbers shall be composed of a combination of the digits 0 through 9 only.

Entrant numbers shall be assigned annually to Drivers of Record on a first- come first served basis. In the event of a conflict, seniority based on the date on which the Driver of Record first competed

- Vehicles must display entrant numbers on front, both sides, and back of vehicle. Any number location that is deemed by officials to be too hard to read will have to be changed before the vehicle is allowed to compete in the event.

-Size, colour, of numbers plates are assigned per class. Numbers front and rear must be clearly visible and of the correct colour and font for the class being raced. Number plates on sides must be inset "shark fin" style of the correct colour and font for the class being raced.

-All Vehicles must utilize a 'Shark fin' style number plate located behind the B Pillar and offset in from the side panels of the vehicle to protect from mud. In addition to the Shark Fin, all vehicles must have 1 front facing and 1 rear facing number plate with the same color combination as the Shark Fin.

a) Shark Fin Numbers must be 7" Tall with 1" Brush Stroke in Arial Narrow font Only. Front Facing and Rear Facing Numbers must be 6" Tall.

b) Ultra4 Class - 4400 Unlimited - Black Numbers with White Background

c) 4500 Class - Modified - Black Numbers - Light Orange Background

d) 4600 Class - Stock- Black Numbers- Light Blue background

e) 4800 Class - legends - Black Numbers - Yellow background

f) 4900 Class UTV- White Numbers - Black background

- g) Outlaw 4 – Black numbers – Red Background
- h) Sportsman Stock/Mod – White Numbers – Red Background
- i) Sportsman UTV- Red Numbers- White Background

- Brink Fab Motorsports Race Series and its official's assume no responsibility for scoring vehicles with unrecognizable numbers. It is the vehicle driver's responsibility to maintain numbers in recognizable condition.

### 3 - GENERAL VEHICLE COMPONENTS

-The vehicle occupants must be able to quickly and easily enter and exit unassisted with the vehicle in any position. Firewalls and/or bulkheads must separate the driving compartment from any fuels, engine fluids, and acids.

- Oil coolers, transmission coolers and radiators located in front of the vehicle occupants must have a shroud that, in the event of a rupture or leak, will prevent liquids from blowing back or leaking onto the occupants. All hoses running through the passenger compartment must be shielded. Steel braided hoses do not constitute a shield.

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

- All vehicles must have an all-metal firewall separating the occupants' compartment from the danger of fire from the engine and fuel supply. A minimum firewall must be liquid tight and extend from body side to body side. If engine is rear-mounted, firewall must be liquid tight and extend from the driver's shoulder height to the vehicle floor and extend from body side to body side. If rear mounted fuel cell is higher than driver's shoulder height, a firewall between the driver and the fuel cell must extend at least 2" above the top of the fuel cell. The hood is considered an extension of the firewall on front engine vehicles. Any hole placed in the firewall for structural members, lines, etc. must be kept to a minimum. The hole should not have more than 0.0625" 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. Rear mounted engines are not required to have a top mounted hood.

- Floorboards are required on all vehicles. Floorboards must cover the entire area from in front of the pedal assembly to behind the seat(s), and from the outside edge to the outside edge of the vehicle. Installation must be done in such a manner as to afford maximum protection to the occupants from debris.

#### 3.1 - Bumpers

- Safe front and rear bumpers are required on all vehicles. No hazardous front or rear bumpers, nerf bars, frame heads or other protruding objects from vehicles are permitted. Ends must be capped and rounded to prevent any sharp edges. Bumpers and nerf bars must be designed in a way that reasonably minimizes the chance of two vehicles becoming locked together. Bumpers shall cover both the front and rear tires in a manner that would prevent tire-to-tire contact in a front or rear impact with another vehicle.

#### 3.2 - Mirrors

- A rear view mirror is required on all vehicles. Mirrors must have at least six square inches of mirror surface. Mirror must have a reasonably unobstructed view of area behind vehicle.

### 3.3 - Spare parts / tools / extra equipment

- All spare parts and extra equipment carried on or in a vehicle must be securely attached or stowed to prevent movement during competition. All spare parts and extra equipment must be carried in a manner that minimizes the risk of injury to the vehicle occupants.

### 3.4 - ROLL CAGES

The roll cage is considered to be the main 6-point structure that surrounds and protects the vehicle's occupants. All vehicles must be equipped with a roll cage fabricated of 1020 mild steel mechanical tubing or better (higher carbon content or alloy steel). The following minimum mild steel tubing sizes for roll cage main structure, based on dry vehicle weight rating (DVWR) in race trim, not including occupants, are required: DVWR Under 3200 lb. - 1.5" diameter x .120" wall thickness. DVWR 3201 lb. - 4400 lb. - 1.75" diameter x .120" wall thickness. DVWR Over 4400 lb. - 2" diameter x .120" wall thickness. Supporting Tubes as defined above with an unsupported span of less than 30" are allowed to be the same diameter as the main structure in the .95" wall thickness or .25" smaller tube diameter with .120 wall thickness. All unsupported span more than 30" must be the same diameter and thickness as the main structure. No aluminum or other non-ferrous materials are permitted. (All specifications may be substituted with metric equivalent).

- Roll cage main structure material may be CREW, DOM, WHR, or WCR mild carbon steel or 4130 chromoly alloy steel. All welds must be of high quality and craftsmanship with good penetration and with no undercutting of parent material.

- All roll cage components (hoops, braces, gussets, etc.) must have a minimum of 3" of clearance from any vehicle occupant's helmet when occupant is seated in normal driving/riding position. All roll cage components that might come into contact with the vehicle occupants' helmets must be padded.

- Roll cages must be securely mounted to the frame, chassis. Roll cage terminal ends must be attached to a frame that will support maximum impact and not shear or allow movement in the cage.

- Cab/body-mounted roll cages must sandwich the body structure using a minimum of two .1875" thick, dissimilar sized, doubler plates, one on each side of the body structure. Roll cage mounting fasteners must be at least .375" diameter S.A.E. Grade 8 or equivalent or better. Sandwich plates, if used, must be oriented only in the horizontal plane. No vertical or other non-horizontal sandwich plate orientations are permitted.

- All vehicles, including those with stock steel doors, must have at least one side bar on each side of vehicle that will protect occupants from side impact. The sidebars must be of the same tubing material and dimensions as the main frame of the roll cage. The sidebars should be as close to parallel to the ground as possible, must be located to provide maximum protection to the occupants, and must be securely welded to the front and rear hoops of the roll cage. The location of the sidebars must not cause difficulty in entering or exiting the vehicle.

- Gussets must be installed at all major intersections, including diagonal and rear down braces, where single weld fractures can affect occupants' safety. Gussets constructed of 3" x 3" x .125 steel; 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.

- Six (6) point mounting cages are required over the occupants.

- A minimum .040" expanded or flat sheet magnetic steel or .125" aluminum must cover the area immediately above the occupants' seats and be attached via welding or bolting to a steel tubing frame work.



### 3.5 - ENGINE

- Engine shall be free of leaks. See ENVIRONMENTAL for more information and rules related to environmental concerns and considerations. Engine vents shall use the “4 sides and down” method and run to a fluid containment system, and dipsticks shall be locking type. See ENVIRONMENTAL for more information and rules related to environmental concerns and considerations.

### 3.6 - Mufflers / exhaust

- Mufflers are required on all vehicles. Exhaust system outlet must extend past the rear of the occupants’ compartment; be directed rearward out of the body away from the occupants, fuel cells and tires; and be placed in such a manner as to minimize the production of dust.

### 3.7 - TRANSMISSION

- Transmission shall be free of leaks. Every vehicle must have a functional reverse gear. Transmission vents shall use the “4 sides and down” method and run to a fluid containment system

### 3.8 - Transfer case

-Transfer case shall be free of leaks. Transfer case vents shall use the “4 sides and down” method and run to a fluid containment system. All vehicles must be capable of transmitting power to all four wheels/tires, and must be equipped with a functioning low range. Low range is defined as a gear ratio that is lower (numerically higher) than 1:1.

### 3.9 - DRIVESHAFTS

-Driveshaft U-joints shall be covered with a minimum of forty-thousandths aluminum, or 20 ga. steel, or 20 ga. expanded metal, or 1/8” Lexan such that pieces are deflected away from the occupants in the case of U-joint failure. Material only needs to be installed between occupants and driveshaft U- joints. A rear driveshaft loop is recommended

### 3.10 - STEERING

- Power-assisted steering systems shall be free of leaks. Power-assisted steering vent tubes must be attached to a fluid containment system, which prevents any fluid from leaking onto the ground. Drag link and tie rod ends designed for use with a castellated nut and cotter pin must be secured with a cotter pin. Spherical rod ends (Heim joints) are a permitted replacement for OEM-style tapered tie rod ends. All hydraulic steering lines must be in good working order and free of cracks, defects, or leaks. Hydraulic lines shall be run in a manner that protects them from possible damage. Hydraulic lines shall be routed to protect vehicle occupants from exposure to a pressurized rupture

### 3.11 - SUSPENSION

- There must be at least one shock absorber per wheel. Suspension pivot points and connecting points must be free of cracks and in good physical condition. Shock absorbers shall be free of leaks

### 3.12 - BRAKES

- Brakes must be able to apply adequate force to lock up all four tires. Brakes must be in a safe operating condition and free of leaks during the entire event. If brake system problems occur during the event they must be repaired before continuing in competition. Turning, cutting, or steering brakes are permitted. Manual, vacuum boosted, and hydraulically assisted brakes are permitted. Brake pedal(s)

mounted in driver's foot-well must be able to operate all brakes with a single foot. Transmission and/or pinion-brake systems are permitted, providing they meet all other requirements specified herein. Hydraulic "line-locks" or mechanical "emergency brakes" are permitted.

### 3.13 - CONTROLS

- All throttles, whether controlled by hand or foot, must have at least one return spring of sufficient stiffness to instantly close the throttle plate when the throttle is released. Carbureted vehicles must have at least two throttle-return springs, at least one of which must be attached to the carburetor. All vehicles should have at least one throttle return spring at the throttle plate and one at the throttle control (pedal or hand control). Computer controlled throttles (Electronic Throttle Control or "drive-by-wire" systems) are exempt from the requirement to have a return spring at the throttle body, but must have a return spring at the throttle control (pedal or hand control) or maintain the stock OEM system. A positive stop or throttle override system must be used to prevent throttle linkage from sticking in an open position.

### 3.14 - FUEL SYSTEM

3.14.1 - FUEL: TYPES any of the following commercially available fuels may be used, Service station pump gasoline (the type normally used in passenger vehicles for highway use, this also includes E85.) Racing gasoline, as originally manufactured, Diesel fuel, Propane or natural gas.

Alcohol and nitro-methane and NOT permitted.

#### 3.14.2 - FUEL: STORAGE

- Safety fuel cells are required for all vehicles. Auxiliary fuel tanks may be added. Auxiliary fuel tanks must also be safety fuel cells. There must be a substantial cross member and firewall between the fuel tank and the occupants. Fuel tanks shall be mounted in a fashion to protect the tank from damage due to a rear-end collision, impact from debris or rocks from below the vehicle, damage due to roll over, or the possibility of damage from chassis flex. Safety fuel cells shall consist of a bladder enclosed in a smooth-skinned container. The container shall be constructed of 20 gauge steel, 0.060" aluminum or 0.125" Marlex. Magnesium is strictly prohibited. Container must be securely attached to vehicle with bolts or steel straps. All fittings must be built into the container skin and bonded to the container 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. Foam is an acceptable form of internal baffling. Bladder construction shall be of nylon or Dacron woven fabric impregnated and coated with a fuel resistant elastomer. Rotary molded polymer cells are acceptable when encapsulated in a container constructed of 20 ga. Steel or 0.060" aluminum.

- No jerry cans or other portable fuel containers shall be permitted in or on any entrant vehicle during the event. Use of jerry cans or other portable fuel containers will subject entrant to a time penalty or disqualification.

- Alternative fuels (propane or natural gas) must use an approved fuel cell as determined by DOT standards. Forklift propane fuel tanks are permitted. Alternative fueled vehicles shall not use auxiliary fuel cells.

#### 3.14.3 - FUEL: PLUMBING,

FILLING & VENTILATION Design and installation of fuel tank and related components (plumbing) must prevent fuel escaping from fuel pickups, fuel lines, fuel fillers and fuel vents if the vehicle is partially or totally inverted. Fuel isolation valves that facilitate isolation of the fuel tank from the fuel

supply line, fuel return line, and fuel vent line are required. Ball valves, or a combination of ball valve and one-way check valve, located at the supply, return, and vent line are acceptable.

Fuel isolation valves shall be located such that, with the vehicle in any position, they may be rapidly closed to restrict the continuous flow of fuel onto the ground in the event of a fuel line failure.

- Fuel tank must be filled from, and vented to, the outside of the occupants compartment.
- Fuel filler lines and positive-locking, non-vented fuel filler caps must be located and secured in such a manner as to prevent them from being knocked off or open during vehicle movement, rollover, or accidental impact. Monza/flip-type caps are strictly prohibited.
- All fuel fillers attached to the frame or a body panel must be connected to the tank using flexible couplers. All fuel fillers must be surrounded by a boot or splashguard (body panel is acceptable as a splashguard, if it is sealed). Boot or splashguard must direct fuel spillage to outside of vehicle and away from occupants' compartment, engine, and exhaust. A fuel filler rollover-check-valve must be incorporated into all fuel cells. It is highly recommended that detachable fuel filler caps have a flexible strap or chain to secure them to the vehicle. Fuel vent lines must have a rollover check valve incorporated at the fuel cell, and must vent outside of occupants' compartment, and be directed away from the engine and exhaust system.
- Fuel vent line must use one of the following routings.

Fuel 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" below the fuel cell, whichever is lower.

OR

4 sides and down method. Fuel vent line must loop above the fuel cell to a point that is 4" above the top of the fuel cell. From there it shall be wrapped one full loop around the outside of the fuel cell near the top of the fuel cell and then be routed down to a point 3" below the lowest point of the fuel cell.

- Fuel mats are required for all refueling. No vehicles shall be refueled outside approved pit locations. Storage of fuel in the pits shall consider safety the highest priority. Check with local event restrictions concerning the storage, transportation, and transfer of fuel.

### 3.15 - ELECTRICAL SYSTEM

3.15.1- KILL SWITCH A highly visible, easily distinguishable, master kill switch must be located in the dashboard area of the vehicle and be clearly labeled. The master kill switch must be able to shut down the entire primary electrical system for the vehicle. The master kill switch must shut down the engine when in the off position. Winch power supply and low amp draw secondary electrical equipment, which requires an uninterrupted power supply, may circumvent this switch. It is highly recommended that heavy-duty marine-style battery disconnect switches, capable of carrying total vehicle current load (including winch) be used and wired so that the entire electrical system can be disabled with one switch. Kill switch should be accessible by all occupants in the vehicle.

#### 3.15.2 - IGNITION

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

#### 3.15.3 - BATTERIES

- Batteries must be securely mounted with metal brackets, clamps, or tie-downs in a manner that prevents displacement in a roll over. All flooded cell batteries must be fully enclosed in a battery box, including the top, sides, and bottom. Enclosure must be able to contain the quantity of acid contained in

the battery. Batteries shall not be located in the occupants compartment. Batteries shall be considered as being in the occupant's compartment if there is no firewall between the battery and the occupants. All batteries shall be the sealed, non-spill type. Absorbed glass mat (AGM) or "gel cell" type batteries are highly recommended.

#### 3.15.4 - LIGHTS

- Working headlights are only required for events where any portion of the on-course event takes place between sunset and sunrise.

All vehicles must have a minimum of two 3" diameter taillights, two 3" diameter brake lights and one 3" diameter rearward facing amber light. Stock taillights, if so equipped, are permitted as long as they remain on whenever the vehicle's ignition is on. A rearward facing amber light must be installed on all vehicles. All rearward-facing lights must be protected against damage that may be caused by a rollover. Taillights must be at least 3" in diameter. If during an event any required light fails to operate, the light must be fixed or replaced at the next available pit before the vehicle can continue in the event.

### 4 - Personal Safety Equipment

#### 4.1 – Racesuit

-All competitors shall wear at all times during an event, a one-piece or two-piece driving suit conforming to one of the following standards:

- FIA 8856-2018 or FIA 8856-2000
- FIA 1986 Standard
- SFI 3.2A/5 Specification or SFI 3.4/5 Specification
- SFI 3.2A/1 Specification with approved fire-resistant underwear (FIA 8856-2000 or SFI 3.3 Specification)

-Suits must cover from the neck to the ankles and to the wrists. The suits must not have any holes, rips, or tears, nor be worn thin. Suits must also be free from any petroleum- based contaminants

#### 4.2 - Helmets

- Helmets must be approved by, and bear the sticker of, one of the following:

Snell M2005/SA2005/M2010/SA2010/SA2020 DOT/ECE 22-05/BSI.

Primary helmet fastening must be by means of straps using D-ring buckle. No snaps or Velcro will be permitted as the primary means of securing the helmet. Snaps or Velcro may be present as a means of securing the loose ends of the helmet's straps.

The interior and exterior of the helmet must be free from defects (i.e., the padding must be in good condition and the exterior of the helmet must not be damaged).

It is strongly recommended that entrants use helmets specifically designed for motor racing.

Sportsman Classes may use full face Motocross helmets

#### 4.3 - Eye Protection

- Shatter resistant eye protection is required for all competitors

#### 4.4 - Neck braces

All competitors with the exception of Outlaw 4, Sportsman UTV, Sportsman Stock and Sportsman Mod will be required to utilize a Head and Neck Restraint System in accordance with SFI 38.1

Neck braces or neck rolls are required for all other competitors. Neck braces should be worn and provide adequate support and have a fire-resistant covering in good or like- new condition.\

## 5 - 4600 STOCK CLASS

5.1 - Eligible vehicles—any and all four wheel drive production automotive based vehicles (1000 min units produced for given model year)

5.2 - Roll cage— all vehicles must be equipped with a roll cage fabricated out of 1020 mild steel mechanical tubing or better. (DVWR under 3200lb -1.5” diameter x .120” wall,)(DVWR 3201lb – 4400lb – 1.75” diameter x .120” wall,)(DVWR over 4400lb – 2” x .120 wall,) see rules and regulations for complete roll cage rules

5.3 - Frame— stock frame must be retained, complete and unmodified

5.4 - Body— all vehicles shall resemble a OEM production vehicle and body shall be complete, unmodified and must preserve the look of the stock body as manufactured, stock firewall

5.5 - Doors— stock doors may be modified to create half doors or replaced with tubular doors. Doors must open and close, no bolt on pane

5.6 - Stock windows – are not required but are permitted and must meet DOT standard, safety glass may be permitted

5.7 - Front inner fenders— must be complete unmodified, (may be trimmed for tire clearance no more than 2” gap between fender and tire at full compression

Front outer fender— may be replaced with OEM style aftermarket fenders (flared fiberglass are permitted)

5.8 - Rear inner and outer fenders— must be complete and unmodified, must preserve the look of stock wheel wells as originally manufactured, (fenders may be trimmed for tire clearance no more than 2” gap at full tire compression)

5.9 - Body mounts— stock, modified or eliminated, but the relationship of frame to body must remain within 1” of stock configuration. (Eliminated for reason of allowing roll cage to be attached to body)

5.10 - Factory Headlights— required and functional

5.11 - Factory Bumpers- not required, may be modified or eliminated

5.12 - Engine –stock must be retained, but may be replaced with any available in make / model / year, stock engine block. Stroking, boring, and internal mods are permitted

5.13 - Radiator— must remain within 6” of stock location as per original manufacturer

5.14 - Transmission— stock must be retained, but may be replaced with any available in make / model / year. Internal mods permitted (secondary transmissions, auxiliary over / under drives not permitted)

5.15 - T – case— any and all are permitted

5.16 - Drive shaft— any and all are permitted

5.17 - Axles— any and all are permitted

5.18 - Steering —must retain some type of mechanical steering linkage, (e.g. full hydro not allowed unless factory equipped matching frame)(rear steer is NOT permitted)

5.19 - Suspension— wheelbase must remain within 3” of stock as per original manufacturer, suspension configuration must remain stock, as originally manufactured (meaning that leaf springs must remain leaf springs, coil springs must remain coil springs, torsion bars must remain torsion bars etc.)

(Aftermarket bolt in stock replacement permitted) (Secondary suspension is not permitted e.g. airbags)

5.20 - Shock absorbers – any make, model or type are permitted, only 1 per tire, not larger than 2.65” diameter, 14” max stroke, position sensitive shocks and by pass shocks of all types Not permitted, shocks must be mounted directly to axle

5.21 - Manual suspension controls are NOT permitted (e.g., forced hydraulics)

5.22 - Wheels and tires– standard production, DOT approved, max outside diameter of 35” as per sidewall (no sticky or competition tires, no ag tires)

All safety and tech rules apply

## 6 - 4500 MODIFIED CLASS

6.1 - Roll cage –all vehicles must be equipped with a roll cage fabricated out of 1020 mild steal mechanical tubing or better. (DVWR under 3200lb -1.5” diameter x .120” wall,)(DVWR 3201lb – 4400lb – 1.75” diameter x .120” wall,)(DVWR over 4400lb – 2” x .120 wall,) see rules and regulations for complete roll cage rules

6.2 - Frame –stock frame or aftermarket parallel frame boxed 1.5” x 3” x 0.120” and shall run from OEM motor mount location to behind rear most portion of occupants seat

6.3 - Body –all vehicles shall resemble a OEM production vehicle and body shall be complete and must preserve the look of the stock body as manufactured

6.4 - Engine- Any and all engines are permitted

6.5 - Radiator– open

6.6 - Transmission– any and all

6.7 - T – case– any and all are permitted

6.8 - Drive shaft– any and all are permitted

6.9 - Axles– any and all are permitted

6.10 - Steering must retain some type of mechanical steering linkage, (e.g. full hydro not allowed unless factory equipped matching frame)(rear steer is NOT permitted)

6.11 - Suspension– any and all suspension components and configurations are permitted

6.12 - Shock absorbers– any make, model or type are permitted, only 2 per tire, not larger than 2.65” diameter, 14” max stroke

6.13 - Manual suspension controls are NOT permitted (e.g., forced hydraulics)

6.14 - Wheels and tires– standard production, DOT approved, max outside diameter of 37” as per sidewall (no sticky or competition tires, no ag tires)

All safety and tech rules apply

## 7 - 4400 UNLIMITED CLASS

7.1 - Roll cage –all vehicles must be equipped with a roll cage fabricated out of 1020 mild steal mechanical tubing or better. (DVWR under 3200lb -1.5” diameter x .120” wall,)(DVWR 3201lb – 4400lb – 1.75” diameter x .120” wall,)(DVWR over 4400lb – 2” x .120 wall,) rules and regulations for complete roll cage rules

7.2 - Engine -Any and all engines are permitted

7.3 - T – case –any and all are permitted

7.4 - Drive shaft– any and all are permitted

7.5 - Axles –any and all are permitted

7.6 - Steering– any and all steering components are permitted

7.7 - Suspension– any and all suspension components and configurations are permitted

7.8 - Shock absorbers– any make, model or type are permitted

7.9 - Manual suspension controls are permitted (e.g., forced hydraulics)

7.10 - Wheels and tires— any and all DOT tires are permitted (no ag tires) sticky version of all DOT tires are permitted.

All safety and tech rules apply

## 8- 4900 UTV CLASS/Sportsman UTV

8.1 - A UTV is defined as a standard production based side-by-side 2 or more seat vehicle with power sports based drivetrain. Any non-production based belt driven vehicles must be approved prior to racing.

8.2 - UTV Safety – UTV's to follow all Safety rules with the following exceptions

Six Point aftermarket racing cage. Sportsman may use 4-point factory cage with aftermarket rear bracing creating a six point cage

8.3 - UTV SPORTSMAN CLASS definition

Considered to be any factory displacement, factory motor UTV, no power adders factory weight, Must retain factory body style and look. Radiator must remain within 6" of stock location. Suspension must be stock or aftermarket bolt on (available to general public) and in factory mounting position.

Wheelbase to remain stock within 3".

8.4 - 4900 UTV CLASS Definition

Considered to be any UTV based platform, using factory based motor / engine, power adders are permitted, radiator mounting is open, suspension any, wheelbase any.

8.5 - UTV Harnesses

- 4900 / sportsman SFI Rated 5 point harnesses.

UTV Seats / doors / window nets

- 4900 / Sportsman - Seats must have slots for harnesses and adequate headrest contact with a helmet on.

8.6 - - 4900 / Sportsman - Doors are required but not required to open, secondary latch or securing device is required (zap strap will be accepted)

8.7 - - 4900 / Sportsman - Window nets or arm restraints required

8.8 - UTV Fuel cell

- Factory plastic fuel cells allowed if used in factory mounting position

8.9 - UTV Bumpers

- Must have front and rear bumpers

8.10 - UTV Roof / Windshield / Body

- All UTV must have roof that covers occupants area

- Factory windshields and aftermarket are permitted but not required

- Body must retain stock look,

8.11 - 4900 UTV Lights

- Must have functional brake lights and one rear facing amber light

Sportsman UTV Lights

- Must have functional brake lights recommended one rear facing amber light

8.12 - UTV Safety gear

- Driver must wear SFI fire retardant race suit
- UTV must have min 1 – 5lbs fire extinguisher or 2 – 2.5lbs fire extinguisher securely mounted but easily accessible
- 8.13 - UTV Tires / wheels
  - Any tires or wheels
- 8.14 - UTV Axles
  - Any axles
- 8.15 - UTV Shocks / Suspension
  - Any stock or aftermarket shocks or suspension

## 9 Outlaw 4

All Outlaw 4 class vehicles will be required to meet the minimum safety standard requirements, which include; 5-point harnesses, solid metal hardtop over a 6-point cage that is tied into the frame of the vehicle, solid metal doors or door bars that extend from the b-pillar at shoulder height to the a-pillar at the ankle/knee height, 2 - 2.5lb rated fire extinguishers.

- 9.1 - Roll cage– all vehicles must be equipped with a roll cage, see roll cage rules and regulations for complete roll cage rules
  - 9.2 - Drive Train: All Outlaw 4 class vehicles must have automotive based drivetrains, including motor, transmissions, and axles.
  - 9.3 - Body: A firewall must exist and separate the motor from the passenger compartment. All rotating drive train components must be covered or separated from the passenger compartment.
  - 9.4 - Suspension: unlimited
  - 9.5 - Engine -Any and all engines are permitted
  - 9.6 - Wheels and tires– any and all permitted
  - 9.7 - Steering: No limits
  - 9.8 - Fuel Cells: After market cells are acceptable, manual shut off valves must be added to all fuel lines and vent lines. The fuel cell filler must be in a location and shrouded in such a manner that fuel cannot be splashed into the passenger compartment during the fueling process. Fuel Cell mounting must use a strap type mounting system.
  - 9.10 - Lights- Must have Tail Lights, functional break lights and one rear facing amber light. These lights must be visible in daylight and high dust conditions. These lights must be wired to a key on position and must be in working order at the start of each race.
  - 9.11 - Window nets- Window nets are required
  - 9.12 - Horn- A loud horn is required and must be in working order at the time the race starts.
- All other safety and tech rules apply.

## 10 SPORTSMAN CLASSES

### Sportsman Stock Class

- 10.1 - Stock Trail Vehicles. This class is intended for vehicles in stock form with very little suspension modifications, limited in tire size, and performance modifications.
- All stock trail class vehicles will be required to meet the minimum safety standard requirements, which include; 4-point harnesses, solid metal hardtop over a 6-point cage that is tied into the frame of the vehicle, solid metal doors or door bars that extend from the b-pillar at shoulder height to the a-pillar at the ankle/knee height, 2 - 2.5lb rated fire extinguishers.



10.2 - Frame: Stock Class vehicles must retain the entire stock chassis. Chassis modifications can be made only to strengthen the frame (adding material). Frame trimming will be allowed on vehicles with a long rear overhang, as long as the trimming does not change the location of the rear suspension mounts, and does not place the rear bumper closer than 27" from the center line of the rear axle.

10.3 - Body: Stock body must be maintained; trimming of fender wells is allowed for tire clearance only. No "comp cutting" of rear corners is allowed. No "boat siding" is allowed. No cutting of floorboard material is allowed. Exception: "Bobbing" the rear of a body may occur as long as the frame rule is adhered to and that the rear corners of the vehicle are maintained in some form and as well those corners are not placed more than 1 inch inside the closest portion of rear bumper. Tail lights in some form must be functional.

10.4 - Roll cage- all vehicles must be equipped with a roll cage, see roll cage rules and regulations for complete roll cage rules

10.5 - Engine- Any OEM engines that were available in year and make are permitted, must be front mount

10.6 - T - case- any factory equipped

10.7 - Drive shaft- any and all are permitted

10.8 - Axles- must be solid type, no TTB or IFS of any kind unless factory equipped Drive train modifications are limited to internal up-grades of axles and gears, all stock class vehicles must retain drive train components that were available to that vehicle from the manufacturer. Exception: upgrade in axles may occur as long as no aftermarket housings are used and the ring gear does not exceed 8.8 inches in diameter

10.9 - Steering - Aftermarket steering components are allowed as long as no other rule is broken. Ram assist steering is acceptable, full hydro ram steering is not acceptable.

10.10 - Suspension- Lifting of a vehicle is allowed as long as no other rule for the class is broken. Externally adjustable shocks or air shocks are acceptable. Shocks with a single non-adjustable coil overload spring are acceptable. Non-adjustable, non-factory bump stops are allowed. Air or Hydraulic bump stops are NOT allowed. Shocks may not be mounted in such a way as to pass through the floor.

10.11 - Shock absorbers - any make, model are permitted, single shock per corner

10.12 - Fuel Cells: Stock fuel tanks can be retained as long as the vent is routed to eliminate spillage, and a non-vented gas cap is used to prevent spillage.

10.13 - Wheels and tires- tires must be DOT non sticky compound no larger than 37" diameter as factory labeled (no ag tires) Tires are limited in max size to 37 inch diameter by sidewall designation, if a tire appears to be greater than 37 inches, a measurement will be taken to determine if that tire is acceptable.

10.14 - Lights -Must have Tail Lights, functional break lights and one rear facing amber light. These lights must be visible in daylight and high dust conditions. These lights must be wired to a key on position and must be in working order at the start of each race.

10.15 - Window nets- Window nets are highly recommended: factory door glass is acceptable

10.16 - Horn -A loud horn is required and must be in working order at the time the race starts.

10.17 - Seats- must be 2 seats, side by side configuration

All other safety and tech rules apply.

### Sportsman Mod Class

Mod Trail Vehicles. The intent of the Mod Trail Class is to allow racers to modify their vehicles suspension, body, chassis and drive train for added performance, but still retain limits that distinguish the class from an Outlaw 4 or Ultra 4 vehicle. All Mod class vehicles will be required to meet the minimum safety standard requirements, which include; 4-point harnesses, solid metal hardtop over a 6-point cage that is tied into the frame of the vehicle, solid metal doors or door bars that extend from the b-pillar at shoulder height to the a-pillar at the ankle/knee height, 2 - 2.5lb rated fire extinguishers.

10.18 - Roll cage– all vehicles must be equipped with a roll cage, see roll cage rules and regulations for complete roll cage rules

10.19 - Frame: Mod Trail class vehicles must retain the OEM frame from the motor mounts (front mounted motors only) to B-pillar of the cage. Material can be added to the OEM frame.

Body: A Mod Trail Class vehicle should retain the cowl (firewall), have a front hood, and front grill. Tube chassis are allowed. The floor in the passenger area must be complete enough to cover all components, extend from the firewall to behind the seats and to outside of the seats. A rear firewall must separate the passenger compartment from the fuel cell to at least the top of the seats at shoulder height.

10.20 - Drive Train: A Mod class vehicle can modify drive train to any extent, as long the modification is automotive based in nature.

10.21 - Suspension: Suspension modifications are unlimited as long as only one shock of any type is used per corner (limit 4 shocks). Air or hydraulic bump stops are acceptable. No TTB or IFS of any kind unless factory equipped

10.22 - Wheels and tires– tires must be DOT non sticky compound no larger than 44” diameter as factory labeled (no ag tires) Tires are limited in max size to 44 inch diameter by sidewall designation, if a tire appears to be greater than 44 inches, a measurement will be taken to determine if that tire is acceptable.

10.23 - Steering: No limits established

10.24 - Fuel cells: After market cells are acceptable, manual shut off valves must be added to all fuel lines and vent lines. The fuel cell filler must be in a location and shrouded in such a manner that fuel cannot be splashed into the passenger compartment during the fueling process. Fuel Cell mounting must use a strap type mounting system.

10.25 - Seats– must be 2 seats, side by side configuration

10.26 - Lights -Must have Tail Lights, functional break lights and one rear facing amber light. These lights must be visible in daylight and high dust conditions. These lights must be wired to a key on position and must be in working order at the start of each race.

10.27 - Window nets -Window nets are highly recommended.

10.28 - Horn- A loud horn is required and must be in working order at the time the race starts.

All other safety and tech rules apply.

\*\*\*All times, length of race, number of heats, order of classes, or format of race and or heats is subject to change based on number of cars / entry's for each heat or race, or at the discretion of Brink Fab Motorsports Race Series staff to provide the most competitive racing.

\*\*\* All drivers, co drivers and pit crew are responsible to comply with all listed rules, tech rules and uphold a high standard of race etiquette.

\*\*\* Brink Fab Motorsports Race Series officials have the right to modify, amend or make changes to rules as needed to create a safe and competitive environment.