

## 2021 Dirty Off-Road & Tailcreek Raceway UTV Extreme Racing Rules

\*\*\* Extreme UTV 150 Rule Book 2021\*\*\*

\* Our goal is to provide a safe affordable form of off road UTV racing. Our focus is to keep the participants, fans, and volunteers safe. Our rules are based off “standard desert racing regulations” and will contain exemptions for the 2021 race. If you have questions regarding a rule please Pm/Dm us and refer to the rule number in the message.

**Please Note:** Upon entry In the race all Facility User’s will Sign a Race Waiver, waiving liability from Tailcreek Raceway and or Race Organizer before being allowed to race.

UTV (Pro Class / 4900 / Sportsman)

Definition

A UTV is defined as a standard production-based side by side style vehicle, single seats included. 1000 CC (factory) or less motor with powersports based drivetrain. Any non-production-based belt driven vehicles must be approved prior to racing.

Safety

1) UTV Safety – UTV’s to follow all standard or Ultra4 Safety rules with the following exceptions:

2) Six Point cage is required. Cage must be directly connected to the sub chassis at all six points.

3) Safety harnesses DRIVER RESTRAINT SYSTEMS

3.1) All vehicles must have a five-way, six-way or seven-way H-style driver restraint system for each occupant. Occupant restraint systems must use a latch-and-link or camlock style quick-release buckle (push button are not permitted). Driver restraints must incorporate a lap belt, anti-submarine strap(s), and shoulder straps. For 2021 sportsman classes will accept 4-point harness,)

3.2) Safety harness shall meet one of the following standards:

- FIA Standard 8853/98 or 8853/2016
- SFI 16.1 Specification
- SFI 16.5 Specification

Parts of Seat Belts may not be mixed or matched. Only complete sets may be used.

3.3) 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.

3.4) All occupant restraint systems may not be used after their expiration date. On harnesses with dual SFI/FIA Certification the FIA expiration date will take precedence. SFI labeled belts with a manufacture date only will not be valid after two (2) years from date of manufacture as marked on the SFI tag. It is highly recommended that all driver restraint systems be replaced after one year from the date of manufacture. (For 2021 season all belts with SFI date current within 5 years will be excepted, as long as condition is like new)

3.5) No portion of the driver restraint system may be altered in any fashion from the manufacturer’s standard design. This includes welding of couplers or alternate sewing of belts.

3.6) No surplus driver restraint systems are permitted.

3.7) 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.

3.8 In addition to conforming to the manufacturer’s directions, occupant restraint system installations must also conform to the following:

- a) The occupant 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.
  - b) Occupant restraint must be matched to a properly constructed, fitted, and installed seat firmly mounted to the frame / chassis / roll-cage.
  - c) Occupant 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.
  - d) All belts should be as short as possible to minimize the belt's stretch.
  - e) Belt routing must allow webbing to pull in a straight line against anchor point. Mounting brackets must be at an angle that is compatible with the direction of pull on the webbing.
  - f) Preferred anchor mount is a double-shear bracket.
  - g) Occupant restraint systems must be mounted using high-quality hardware appropriate for the installation. 1/2" (13mm) or 7/16" (12 mm) fine-thread Grade 8 (10.9) bolts and Grade 8 (10.9) deformed-thread locknuts (or better) are recommended.
  - h) Belts must not rub against any surface that will cause them to fray.
  - i) Bar slides must be located as close as possible to the anchor plate, or if belt is wrap-around style, to the bar around which they wrap.
  - j) Belts using non-sewn anchor plates must be wrapped back a fourth time through the 3-bar slide.
  - k) Wrap-around style mounting should be confined to shoulder belt installation and must include some method to prevent lateral movement of the belts.
  - l) Lap belt tilt-lock adjusters must not be positioned in, or too close to, the seat slots.
- 3.9) Restraint systems must be worn properly tightened, by all occupants, at any time the vehicle is in motion.

4) Seats must have slots for harnesses and adequate headrest contact with a helmet on. Seats intended for racing are highly recommended.

5) Doors are required but not required to open. If doors do open, a secondary latch is required.

6) Window Nets- Window nets shall meet or exceed SFI 27.1 or FIA J253.11 Specifications for all pro classes. Arm restraints may be used in addition to window nets.

6.1) approved safety nets are mandatory on all vehicles and 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.

6.2) Wind wing areas located behind the A pillar must be filled by safety net material if there is any chance that any limb or body part of any occupant could protrude from the vehicle at any time when the occupant is properly seated and strapped in their normal driving / riding position. Lexan is not permitted.

6.3) 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.

6.4) Nets attached to door frames are permitted.

6.5) Nets must be installed so that the occupants can release the netting unassisted and exit the vehicle regardless of the position of the vehicle.

7) Factory plastic fuel cells allowed if used in factory mounting position

8.0) All seats must be attached completely by metal components. NO plastic components are allowed, even if as originally supplied by manufacturer. The factory latch may be retained.

## Performance

- 1) Engines must be of 1000cc or less powersports configuration. Over-boring of motor is permitted.

## FIRE EXTINGUISHERS

- 1) Each vehicle must carry a portable UL approved 2.5 lb. or greater ABC-class dry chemical or equivalent Halon or Novec fire extinguisher, easily accessible by all occupants inside the vehicle.
- 2) An additional 5 lb. Equivalent (1x 5 lb. or 2x 2.5 lb) or greater ABC-class, dry chemical or equivalent Halon or Novec fire extinguisher(s) 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.
- 3) Integrated on-board fire extinguishing/suppression systems are highly recommended but not required
- 4) Fire extinguishers must have a gauge, and be fully charged. All extinguishers must be mounted in a manner that permits their removal and use without the use of tools. All fire extinguishers over one year old must have a current (less than one year old) fire marshal's seal and attached label. Fire suppression systems must be current per manufacturer's specifications.

## HORNS (Recommend for 2021 but to required until 2022)

- 1- Horn must be clearly audible from 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)

## FIRST AID KIT

- 1) 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.

## VEHICLE IDENTIFICATION

- 1) All vehicles in competition must be identified with the correct entrant number.
- 2) Entrant numbers shall be composed of a combination of the digits 0 through 9 only.
- 3) 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 or registered
- 4) Vehicles must display entrant numbers on front, both sides, and back of vehicle. Any number location that is deemed to be too hard to read will have to be changed before the vehicle is allowed to compete in the event.
- 5) Entrants are advised that checkpoint staff at each checkpoint will not allow vehicles to continue after stopping, until numbers can be verified.
- 6) Race association reserves the right to require race vehicle numbers and/or background colors be changed.
- 7) Race association/staff assumes no responsibility for scoring vehicles with unrecognizable numbers. It is the vehicle driver's responsibility to maintain numbers in recognizable condition.
- 8.0) All UTVs 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 one (1) front facing and one (1) rear facing number plate with the same color combination as the Shark Fin.
  - a) Shark Fin numbers must be 7" (175mm) tall with 1" (25mm) brush stroke in Arial Narrow font only. Front facing and rear facing numbers must be 6" (150mm) tall.
  - b) UTV / 4900 Class – White numbers – Black background

## SAFETY EQUIPMENT

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

- FIA 8856-2000
- FIA 1986 Standard
- SFI 3-2A/5 Specification
- SFI 3-2A/1 Specification with approved fire resistant underwear (FIA 8856-2000 or SFI 3.3 Specification)

Two-piece suits are Not permitted after 2021 race, Suits must cover from the neck to the ankles 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. It is highly recommended that each fire suit be labeled on the upper right chest with the wearer's full name, blood type, allergies, and any other important medical information. (One-piece Nomex fire resistant coveralls will be permitted for the 2021 season.)

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

- Snell SA2010 or SAH2010 or SA2015
- FIA Standard 8860-2004 or 8860-2010 or 8859-2015

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).

All competitors shall utilize a Head and Neck Restraint System in accordance with one of the following specifications:

- SFI 38.1 specifications.
- FIA standards 8858-2002 or FIA 8858-2010

(Donuts and neck collars are not recommended as a substitute to a certified Head and Neck Restraint System, but will be allowed until the end of the 2022 season.)

Shatter resistant eye protection is required for all competitors.

## PITS

- 1) No Stationary pits or chase crews outside of designated areas or traveling in restricted areas:
- 2) No Reckless driving in pit areas or on any access roads by race vehicle or support vehicles:
- 3) No vehicle shall be permitted to enter pit areas or course area without a valid pit pass,
- 4) At all times the Driver of Record assumes responsibility for the actions of his/her pit crews, support crews, and all others associated with his/her team. Pit bands must be worn by all members of the pit crew. No exceptions.
- 5) Maximum speed limit on all main pit access roads and in all pit areas shall be 15 mph (24 kph) for all vehicles. Maximum speed limit on all other access roads shall be 15mph (24 kph).  
(Association or officials reserves the right to change speed limits to account for conditions.)

All pit supplies must be at least 50 feet (15.25M) from the edge of the course. No pit may be in the first 50 feet (15.25M) leading into, or the first 100 feet (31M) leading out of, a turn. Pits located within this turn area or less than 50 feet (15.25M) from the course.

5) All pits must have the equivalent of a UL approved, 20 lb. ABC fire extinguisher at all times. This capability may be accomplished using fire extinguishers of any combination (minimum 5 lb. extinguisher) that equal 20 lb.

a) All pit fire extinguishers must have current (less than one year old) fire marshal's tag, seal in place, and be fully charged. (Fire extinguisher must be manned while refuelling)

6) All young children and pets must be kept out of the immediate area where vehicles will pit. Pets must be kept on a leash. All campfires must be kept out of immediate pit area. Campfires must not

be placed between the course and pit. Campfires may not be permitted due to federal and provincial regulations. Firewood with nails is prohibited.

7) All entrants are responsible for cleaning the pit areas they used during the event.

8.0) All fuel cans must be kept off native soil and be stored on an impervious barrier.

Vehicle refueling shall take place over an approved fuel mat or tarp acting as an impervious barrier.

Fuel mats or tarps shall be free from defects or tears which could result in a fluid spill onto native soil. Fluid absorption products are highly recommended. Teams responsible for fuel spill onto native soil may be fined and liable for clean-up expense. Any team refueling outside an approved pit location, or without a fuel mat or tarp, may face disqualification.

#### General Rules

1- registered driver is responsible for his/her crew, support, and helpers during events.

2- all drivers and co drivers must have all fees paid prior to entering or participating in the event.

Once on-site tech is complete or driver/Race car have entered track for race or pre run, race fees are non-refundable.

3- all drivers, co drivers, pit crew must read, understand, and sign event waiver prior to participating in event.

4- zero tolerance for alcohol or drugs while participating in event/race, (while racing or event is underway) This includes driver, co diver & pit crew participating in the event/race. All drivers, co drivers and participating pit crew must be free from the effects of drugs & alcohol while participating in event or race.

5- absolutely no use of race vehicles, pit vehicles outside of designated areas, and times. (No random test and tune passes or laps. No hot laps in pit or spectator areas)

6- absolutely no entry to track without officials permission or outside of scheduled times.

7- all drivers must attend all scheduled drivers meetings or have a representative of the driver attend in his/her absence

8- be respectful and courteous to all officials and volunteers

9- follow all Federal, provincial, and municipal rules, laws, bylaws, environmental rules and regulations including venue specific rules

10- all race cars/UTVs participating must meet all safety tech prior to competing/racing and be signed off by event tech person.

\*Rules, and regulations are subject to change.

#### **Environmental Fluids**

and containment

All participants and racers will take responsibility for any spills or environmental damage caused by fluids. All vehicles participating in any event must meet the minimum rollover protection fluid containment rules as outlined. All participants and racers will be responsible to remove all fluids from site and dispose of in a manner fitting to Alberta laws. No fluids are to be disposed of on site.

Work areas (pit area) must be lined with tarp to prevent fluid transfer to the ground, (e.g., when work or maintenance to race vehicle is being performed including fueling of vehicle a tarp greater than the size of the race vehicle must be laid out to collect any spills or leaks.) it will be highly recommended that all race vehicles be parked on tarps when not in use to prevent spills or leaks. All fluids must be stored on tarps on in a manner that will prevent leaks or spills.

#### Spills

Any spills or loss of fluids on racetrack or any area of event must be reported and cleaned up immediately following local environment rules and regulations.

Fire / fire prevention

All racers' participants race groups, associations, organizations, and event promoters will have a fire prevention plan in place. All participants will have a dedicated fire extinguisher at each of their pit sites separate from the race vehicle to prevent fires and wildfires.

\*\*\*All times, length of race, number of heats, order of classes, or format of race and or heats is subject to change based on the number of cars / entries for each heat or race, or at the discretion of TCR organizers 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 / competition etiquette.

\*\*\* TCR organizers have the right to modify, amend or make changes to rules as needed to create a safe and competitive environment.