



Rulebook for BITD UTV 1900 Class

Rulebook will be enforced by inspection for vehicles
competing in the BITD 1900 UTV Class

SECTION ONE - General BITD Information

SECTION TWO - General BITD Safety & Regulations

SECTION THREE – UTV Class Specific Regulations

SECTION I

DEFINITIONS AND GENERAL INFORMATION

TERMINOLOGY DEFINITIONS

The terminology, definitions and abbreviations contained herein shall be used in the **Best In The Desert/ Silver State Series** rulebook, supplementary rules, entry forms, and newsletters and for general use.

RULE USAGE

BEST IN THE DESERT PROMOTION: Any and all racing related events fully produced by **Best In The Desert Racing Association**.

BEST IN THE DESERT CO-PROMOTION: Another promoter working with **Best In The Desert Racing Association** to promote an event.

BEST IN THE DESERT SANCTION: The documentary authority to organize and conduct an event as granted by **Best In The Desert Racing Association**.

ORGANIZATION TERMINOLOGY

BEST IN THE DESERT RACING ASSOCIATION: The promoter.

EVENT: A contest between one or more vehicles competing against the clock and/or directly against each other.

CLASS: A class is a category of vehicles as determined by engine size, seating capacity or any other method listed in this **Best In The Desert/Silver State Series** rulebook. Classes may be combined at the discretion of **Best In The Desert Racing Association**.

Pro class entrants will be eligible to receive trophies, contingencies, and monetary awards in respect to their finishing position.

Sportsman class entrants will be eligible to receive trophies and contingencies only in respect to their finishing position.

Note: To qualify for the **Best In The Desert/Silver State Series** year-end points championship and year-end points money, competitors must enter **all Best In The Desert/Silver State Series car/truck points** events during the year.

Definitions and General Information

PARTICIPANTS

ENTRANT: A **Best In The Desert Racing Association** member whose entry is accepted for an event.

DRIVER OF RECORD: The person listed on an official **Best In The Desert Racing Association** entry form to be the main operator of a vehicle entered in an event. The driver of record must sign all entry and release forms in person during the normal registration time in order to be eligible for points, prize money, and contingency awards in that event. Identification may be required during registration. Special consideration registration may be permitted with advanced approval of **Best In The Desert Racing Association**.

CO-DRIVER: A person listed on an official **Best In The Desert Racing Association** entry form as a co-operator of a vehicle that is eligible to drive or ride during the course of the race. The co-driver must sign all entry and release forms in person during the normal registration time at the same time as the driver of record is signing all entry and release forms. Identification may be required during registration. Special consideration registration may be permitted with advanced approval of **Best In The Desert Racing Association**.

CONTESTANT: A person listed on an official **Best In The Desert Racing Association** entry form to compete in a race as either a driver or co-driver.

OFFICIALS

DIRECTOR: The chief executive officer of the **Best In The Desert Racing Association**, responsible for the conduct of all business transactions and race events of the organization. All other officials report directly to the Director. The Director has the final decision on all issues involving any **Best In The Desert Racing Association** events. The Director has full discretion to make any final determinations, judgments or penalties in relationship to all **Best In The Desert Racing Association** rules and/or regulations.

CHIEF STEWARD: The associate executive officer of the **Best In The Desert Racing Association**, sharing responsibility for the on-course conduct of all race events, and carrying out other responsibilities as assigned by the Director.

RACE OFFICIAL: All individuals designated by the Director or Chief Steward to officiate at a **Best In The Desert Racing Association** event.

COURSE MARSHALS: The race officials appointed by the **Best In The Desert Racing Association** to assist the Chief Steward in the on-course conduct of a race event.

CHIEF TECHNICAL INSPECTOR: The race official appointed by the Best In The Desert Racing Association to direct the inspections of entrant's vehicles before and after each event, for technical and safety compliance with the Best In The Desert Racing Association's Silver State Series rulebook.

ASSISTANT CHIEF TECHNICAL INSPECTOR: The race official appointed by the Chief Technical Inspector and Best In The Desert Racing Association to assist the Chief Technical Inspector. The Assistant Chief Technical Inspector shall perform all duties of the Chief Technical Inspector in the event the Chief Technical Inspector is not available. The Assistant Chief Technical Inspector shall carry out all other duties as assigned by the Director and / or Chief Technical Inspector.

SCORING DIRECTOR: The race official appointed by the Best In The Desert Racing Association to direct the timing and scoring operations of a race event.

COMMUNICATIONS DIRECTOR: The race official appointed by the Best In The Desert Racing Association to direct the radio communications network operations of a race event.

CHECKPOINT CAPTAIN: A race official appointed by the Best In The Desert Racing Association to direct the operations of their checkpoint and the immediate area around the checkpoint.

PAVED ROAD CROSSING CAPTAIN: A race official appointed by the Best In The Desert Racing Association to direct the operations of their paved road crossing and the immediate area around the paved road crossing

PIT STOP CAPTAIN: A race official appointed by the Best In The Desert Racing Association to direct the operations of their pit stop and the immediate area around the pit stop.

STARTER: The person responsible for starting an event by displaying the appropriate flags and/or lights, as directed by the Chief Steward.

EVENT TERMINOLOGY

SUPPLEMENTARY REGULATIONS: Regulations that define special or additional rules for a specific event.

IMPOUND: A specific place with restricted access designated for the containment of all race vehicles immediately before and/or after an event.

CONTINGENCY: A contingency is the commitment made to Best In The Desert Racing Association by verbal or written contract with a manufacturer, company or individual to post or pledge a certain amount of cash or product as an award to contestants. Contestants must apply for, be approved by and meet requested requirements as set by the manufacturer, company or individual posting the contingency. Decals are generally required and must be assumed to be required unless otherwise stated. Unless otherwise stated the contestant must finish the event in order to be eligible.

PAYBACK: The share of the purse that an entrant receives for finishing a race in a paying position. Only actual finishers qualify for a share of the monetary purse.

RULES SECTION ABBREVIATIONS

SGR: GENERAL RULES

SGE: ENTRANTS

SGD: DISQUALIFICATION

SEC: EVENT COURSE

SGP: PROTESTS

SIP: INFRACTION PENALTIES

SDC: DRIVER / RIDER, CO-DRIVER / CO-RIDER

SGPT: PITS

SGT: TECH-INSPECTION and IMPOUND

SCR: COMPETITION REGULATIONS

GENERAL RULES

- SGR1:** Off road racing is a hazardous sport in as being such, no entrant, pit crew member or vehicle sponsor shall have any claim for damages, expenses, lawsuits or otherwise against promoter, track operator, Best In The Desert Racing Association, its officers, agents or directors arising from damage to any vehicle, personal injury or death, or monetary loss of any kind whatsoever. Entrants, pit crew members or vehicle sponsors who voluntarily participate in any racing activities conducted under these rules, waive any claim they may have against promoter, track operator, Best In The Desert Racing Association, its officers, agents or directors.
- SGR2:** The promoter or track operator may run any type of approved Best In The Desert Racing Association event.
- SGR3:** The director or chief steward shall have the authority to penalize, disqualify and/or suspend any entrant or crewmember for the violation of these rules including special rulings and supplementary regulations.
- SGR4:** Best In The Desert Racing Association may issue special rulings to account for conditions presented by the location of the race, the condition of the course or any other circumstance.
- SGR5:** Special rulings and specifications will be considered as official amendments to the list of rules and regulations when issued by Best In The Desert Racing Association in written form in official Best In The Desert publications.
- SGR6:** Supplementary regulations may be issued for each event as necessary to amend, suspend or modify existing rules and regulations. Supplementary regulations will not be considered official until released in written form in official Best In The Desert publications.
- SGR7:** Best In The Desert Racing Association assumes no responsibility whatsoever for delays, postponements and/or cancellations of all or part of an event because of inclement weather, unsafe course conditions and/or any other reason.
- SGR8:** The director and chief steward will have the responsibility for the conduct of any event conducted under these rules. All official race personnel will be directly responsible to the director and chief steward.
- SGR9:** The director shall have the authority to penalize any entrant (up to and including disqualification and/or suspension) found to have committed violations of driver's rules and/or conduct.
- SGR10:** No one falling under the jurisdiction of any race official(s) at any Best In The Desert Racing Association event shall subject said official(s) to improper language, physical abuse, threats or any other demeaning action.
- SGR11:** Best In The Desert Racing Association members are not employees of Best In The Desert Racing Association. Best In The Desert Racing Association members assume all responsibility

for all charges, premiums and taxes payable on any funds they may receive as a result of their participation in any Best In The Desert Racing Association sponsored event(s).

SGR12: Best In The Desert Racing Association reserves the right to refuse and/or deny any entry application.

SGR13: Best In The Desert Racing Association uses the frequency of 151.490Mhz as a main race channel. Best In The Desert Racing Association reserves the right to change the main race channel frequency if deemed necessary. Best In The Desert Racing Association will make all reasonable efforts to notify all entrants of the new frequency. All radio or other transmissions, which affect Best In The Desert control communications, are strictly prohibited except in the case of medical emergencies.

SGR14: The checkpoint captains are the direct representatives of the chief steward at their respective checkpoints. Their area of responsibility includes the course one half the distance to the checkpoints or start / finish on either side of their checkpoint.

SGR15: Checkpoint captains will designate areas leading to and surrounding the checkpoint area. This area is for checkpoint personnel only. No support teams, pit crews, chase crews or any other person without expressed permission will be permitted in this area. Failure to comply will subject the entry to penalties of up to and including disqualification.

SGR16: Classes may be combined at the discretion of Best In The Desert Racing Association. The combining of classes is for the sole purpose of allowing entrants to race. Entrants will be eligible for position money of the combined class and will be awarded points in their respective classes.

SGR17: The director or chief technical inspector shall have the authority to penalize, disqualify and/or suspend any entrant for violations of vehicle technical rules.

SGR18: The Director has the final decision on all issues involving any Best In The Desert Racing Association events. The Director has full discretion to make any final determinations, judgments, suspensions or penalties in relationship to all Best In The Desert Racing Association rules and/or regulations.

ENTRANTS

SGE1: Any entrant who fails to fully fill out and sign required entry forms and releases shall be disqualified and shall forfeit any prize money, points and contingencies won in that particular event. Entry forms and releases must be signed in person in front of Best In The Desert Racing Association entry personnel. Identification may be required.

SGE2: No entrant may enter racing areas until they have signed all releases and/or entry forms. No person shall sign the release or entry forms for anyone other than himself or herself. Proper identification may be required (i.e., picture ID).

SGE3: The entry applications of persons under the age of 18 must have a parent or legal guardian sign the release form. All entrants under 18 years of age must have entry form notarized.

SGE4: Any entrant who competes in a vehicle that he/she is not registered to drive or co-drive or permits such action, shall forfeit any and all prize money, points and contingencies won in that particular event. Such action may result in vehicle disqualification.

SGE5: Deliberate abusive nerfing or bumping shall be reason for penalty, disqualification and/or suspension at the discretion of the director.

SGE6: All drivers and co-drivers of record as listed on the official Best In The Desert Racing Association entry form must attend all drivers/riders meetings. Failure to do so may result in penalties of up to and including disqualification and/or fines. Armband checks and written roll calls may be made at the meeting.

SGE7: If a driver of record change is made after entrant has completed event registration, the starting

position will be forfeited and the entrant will start at the rear of their class.

- SGE8:** A driver will not permit any other person other than a registered co-driver in the co-drivers normal riding position. The driver shall not permit anyone to ride on or in any part of his or her vehicle other than the normal riding positions.
- SGE9:** No entrant, crewmember, pit personnel or any other person(s) other than the director, chief steward or a Best In The Desert Racing Association official shall remove, alter or relocate course markings. The person(s) found to have removed, altered or relocated course markings may be disqualified and/or immediately removed from the area and may be refused access to future Best In The Desert Racing Association events.
- SGE10:** Pre-Fun-Run and course knowledge obtained thereof is the responsibility of every entrant of the Best In The Desert/Silver State Series events. The Pre-Fun-Run must be done in a safe and sensible manner and may be restricted or denied due to federal and/or state regulations. Unsafe and/or irresponsible driving during the Pre-Fun-Run may subject entrant to penalties of up to and including disqualification, suspension, fines up to one hundred dollars (\$100) or any combination of the aforementioned three penalties at the discretion of Best In The Desert Racing Association. There will be no pre-running or practice done in event-registered race prepared vehicles on or near the marked official Best In The Desert racecourse. Participants in the Pre-Fun-Run with open cockpit vehicles or motorcycles must wear full personnel protective gear. The Pre-Fun-Run will be restricted to street legal registered vehicles only. NOTICE: Participation in the Pre-Fun-Run is at entrants' own risk.
- SGE11:** Failure to appear before the director when requested may result in a letter of reprimand and/or infraction penalty at the discretion of the director. Failure to appear before the director when requested twice within a race season may result in an infraction penalty and/or suspension for up to one year at the discretion of the director.

DISQUALIFICATION

- SGD1:** Drinking intoxicating beverages in the official pre-race technical inspection area and post race areas (i.e., impound, etc.), pits, on the racecourse or in the surrounding areas by any person is strictly forbidden. The use of narcotics (amphetamines or any other stimulants, barbiturates or other depressants) is forbidden. Any entrant or crewmember in an event that shows evidence whatsoever of being under the influence of any of aforementioned shall be subject to suspensions from all future Best In The Desert Racing Association sponsored events. Violator must leave the premises immediately at the direction of the chief steward or the Director.
- SGD2:** Any entrant who makes a false statement on a contingency or entry form shall be disqualified and shall forfeit all prize money, points and all contingencies won in the race. Entrant may also be suspended from future events for a period of one year.
- SGD3:** Any entry application containing a falsified signature will cause entrant to be disqualified and shall forfeit all prize money, points and contingencies won in that event. Entrant may also be suspended from future events for a period of one year.
- SGD4:** Any entrant disqualified from any event for any reason whatsoever forfeits any and all rights to prize money, points and contingencies. Entrant will not be entitled to a refund of all or any portion of his/her entry fee.
- SGD5:** Any entrant, respective pit crews or support crews seen or reported traveling on the course in other than race-registered vehicles participating in the event before the end of the official race time limit may subject entrant to penalties of up to and including disqualification and/or suspension. There is no outside assistance permitted on the course or near the course during the event except for those Best in the Desert designated areas set-aside for pits and/or gas stops. Best in the Desert Racing Association retains the right to assess each situation and respond

accordingly. (Situations involving safety are at the discretion of the Chief Steward or Director of Best in the Desert Racing Association.

In the event that a vehicle breaks down on the course Best In The Desert Racing Association approves the following options. Any deviation from these options may result in entrant being disqualified.

1) Driver or Co-driver who is with vehicle at time of breakdown may walk to and from the nearest official Best in the Desert Racing Association designated pit stop only, in order to retrieve equipment or parts necessary to repair vehicle. Anyone other than the vehicle occupants that deliver equipment or parts will subject that vehicle to disqualification. Obtaining equipment or parts from any other location than an official Best in the Desert Racing Association designated pit stop will subject entrant to disqualification.

2) Another race-entered vehicle may pick up equipment or parts at the previous official Best in the Desert Racing Association designated pit stop and then deliver that equipment or parts to broken down vehicle. The race vehicle picking up the equipment or parts must travel in the proper direction on the course. Traveling backwards on the course will subject both entrants to disqualification. Any pit support vehicle or other than raced entered vehicle delivering parts to a broken down vehicle will subject entrant to disqualification.

SGD6: Any race entrant or their support personnel who subject any Best In The Desert Racing Association official, other race entrants or their support personnel to verbal threats and/or physical abuse will be brought before the director. The director will make the decision of disqualification and/or suspension of the driver/rider of record and the offending support personnel for said offenses. Acts of physical abuse may be reported to the proper authorities and may lead to legal action.

EVENT COURSE

SEC1: Best In The Desert Racing Association will set the maximum duration and length of an event.

SEC2: An entrant's official time shall be the total elapsed time from their assigned starting time to the time they cross the official finish line. The elapsed time must be less than the official time length of the event. If an entrant does not report to the staging area in time to stage in their respective starting position, the entrant will be placed in the rear of their class. If the last of their class has already started, the entrant will be started in the next available position solely at the discretion of Best in the Desert Racing Association. In all cases if the entrant does not start at their assigned time, their time will start from their assigned starting time, not their actual starting time.

SEC3: The winner of each class shall be the entrant that finished the race with the lowest elapsed time or the most laps within the event time limit. The entrant must also meet all other criteria in order to be declared the official winner.

SEC4: All entrants must report all accidents and/or breakdowns they may have witnessed. Entrant must inform a Best In The Desert Racing Association official at the next stop check point, paved road crossing, pit stop or by radio (if so equipped) of the location, vehicle number, and injuries, if any. All entrants must retrieve a stuck stub from any other entrant who is displaying the stuck stub in the air and deliver the stuck stub to an official at the next paved road crossing, stop check point or pit stop that they come to.

SEC5: Two battery-operated red flashing beacons, two long glow sticks or two red reflective devices must be carried in the vehicle. Reflective devices must be at least 12 inches high and 12 inches long and be free standing (similar to trucker's breakdown triangles). Beacons, glow sticks or reflective devices must be placed at least 200 feet and 20 feet behind any breakdown or accident

and be placed beside the track on the same side of track as the vehicle.

- SEC6:** Passing is not permitted within 300 feet on either side of any paved road crossing or stop checkpoint, except at the direction of a Best In The Desert Racing Association official. Failure to comply, subjects entrants to penalties of disqualification or a time penalty of 15 minutes for each occurrence at the discretion of the director.
- SEC7:** Any entrant who must discontinue the race must report, in person or via the stuck stub, to a checkpoint, paved road crossing, pit stop or start/finish that they are out of the race.
- SEC8:** No aircraft permitted for the purpose of race support. This includes but is not limited to flying over any race vehicle; transportation of drivers/riders and or support crews (unless a medical emergency exists); communication with race vehicle; spotting for race vehicle; transportation of equipment and/or parts; landing on or near the race course in areas other than approved by Best In The Desert Racing Association and within FAA rules; flying too low; and interfering with the normal conduct or actions of the event. Violation of this rule may lead to entrant's disqualification.
- Note: Requests for aircraft special use (i.e.: filming, observing, etc.) must be submitted to Best In The Desert Racing Association in writing. Requests must include the radio frequencies to be used and must be submitted no later than one week prior to scheduled event. Any request received during the week prior to the event will not be considered.
- SEC9:** Starting procedures will be announced at the drivers/riders meeting prior to each event.
- SEC10:** Every vehicle must leave the start line at its designated start time. Only those vehicles that cross the finish line within the designated time limit will be declared official finishers. Every vehicle must come to a complete stop and pass through all stop checkpoints. The failure to stop and pass through all checkpoints along the course will subject that entry to penalties of up to and including disqualification at the discretion of the director. Every vehicle must come to a complete stop at all Best In The Desert designated paved road crossings. The failure to stop at all designated paved road crossings along the course will subject that entry to penalties of up to and including disqualification at the discretion of the director.
- SEC11:** All vehicles must enter each stop checkpoint or paved road crossing at a safe speed. Unsafe racing into and/or through any stop checkpoint or paved road crossing is prohibited. Speeding through a stop checkpoint or paved road crossing is automatic disqualification. Rolling through a stop checkpoint or paved road crossing is a minimum fifteen-minute time penalty for each occurrence. Safe speed is defined as a speed at which a vehicle may make a controlled stop without endangering anyone within the immediate vicinity of the checkpoint, paved road crossing or pit areas.
- SEC12:** All entrants may be checked for their armband and all vehicles may be checked for the technical inspection sticker at any or all checkpoints or paved road crossings. Every entrant is responsible for his/her armband and vehicle technical inspection sticker. Any entrant found not to have an armband or vehicle without technical inspection sticker may cause that vehicle to be disqualified.
- SEC13:** No vehicle shall be towed, pushed, pulled or transported by any non-race-entered vehicle on the official course while an official event is still in progress. Another race entered vehicle or an official Best In The Desert vehicle may push, pull or tow the race-entered vehicle up to the nearest pit stop or checkpoint but may not push, pull or tow it through the pit stop or checkpoint. Occupants of the vehicle that is pushed pulled or towed to that point must make necessary repairs in order to leave that area under their own power. No vehicle may be pushed, pulled or towed by another vehicle within the last half mile of the course; only the vehicle occupants at the time of the breakdown may push the vehicle through the finish line. No other person or persons will be permitted to assist in pushing, pulling or towing the vehicle. Best In The Desert officials may assist the vehicle occupants if it is deemed necessary for the protection

of the entrants.

SEC14: No entrant registered as the Driver of Record may run in more than one class with the one vehicle even though entries are paid in more than one class. No individual may be registered as the Driver of Record for more than one vehicle at the same event.

SEC15: A marked course is that official route designated by and marked with official Best In The Desert Racing Association markings. All vehicles must follow this route during the event. No vehicle may deviate from the marked course at any time unless the course is wide enough to pass. Passing is only permitted where there is no vegetation on the side of the course. Short coursing is not permitted and will result in disqualification. Short coursing is defined as any deviation from the marked course for any reason other than passing. No deviation from marked course including passing is permitted in sensitive areas. Deviation from the marked course in these areas is automatic disqualification. Sensitive areas are those, which are, marked by Best In The Desert Racing Association markings and DQ signs. Best In The Desert Racing Association is not responsible for markings that are damaged or removed. All vehicles must drive only in the correct direction of the course route or trail. Driving backwards on the racecourse at any time is prohibited. Driving backwards on the course is grounds for penalties of up to and including disqualification and/or suspension.

PROTESTS

SGP1: The director, with or without protest, has the right to penalize, fine, disqualify, and/or suspend any vehicle or entrant for violation of any Best In The Desert/Silver State Series rules. Another entrant within the same class may make technical protests as the entrant being protested. A five hundred-dollar (\$500) cash fee must accompany protests for each item protested. The protest must be in writing along with the fee and be delivered to the chief steward no later than 30 minutes after the official end of time limit. Protests considered by the chief steward that shows a lack of sportsmanship may not be accepted. The chief steward will direct the technical director to check the protested items. The decision of the race steward and director will be final. Interpretation of all rules along with violations and penalties thereof are at the discretion of Best In The Desert Racing Association. Penalties levied at the discretion of Best In The Desert Racing Association are final.

SGP2: Any entrant who has an official protest lodged against his/her race vehicle must submit to an inspection of the protested items. Failure to submit to inspection will result in automatic disqualification and/or suspension. Those attending the inspection(s) will be as follows:

- A. The protester or their designated representative.
- B. The protested competitor or their designated representative.
- C. The protested competitor's mechanic.
- D. Best In The Desert Racing Association officials.
- E. Best In The Desert Racing Association Chief Technical Inspector who shall perform the required inspection of the protested items(s).
- F. At the discretion of Best In The Desert Racing Association, with the approval of the protested competitor, members of the press will be permitted to observe for reporting purposes only.
- G. No other persons shall be present nor witness the proceedings until the inspection has been completed.

SGP3: A complaint filed for improper driving or conduct does not require a cash fee. The complaint must be filed in writing with the chief steward or director no later than 30 minutes after the official time limit of event. A complaint may be verbally filed with any radio equipped Best In The Desert Racing Association official if entrant filing the complaint is broken down on the track. The official will notify the chief steward or director of the protest. The entrant against

whom the complaint is filed will be held in impound until complainant arrives at the impound area. The complainant must make every effort to arrive at the impound area within one hour after the official end of event.

INFRACTIONS & PENALTIES

SIP1: The following legend of infraction penalties is a guideline used by Best In The Desert Racing Association in assessing penalties. These guidelines are not meant to infer that these are the only possible infractions or penalties that may be assessed against any entrant participation in a Best In The Desert Racing Association sponsored event.

- A. Failure to appear before the chief steward and/or director when requested: Letter of reprimand and infraction penalty.
- A2. Second failure to appear before the chief steward and/or director when requested within one season: Infraction penalty and suspension for up to one year.
- B. Three or more letters of reprimand in a single Best In The Desert Racing Association season: Loss of one position in last race entered.
- C. Rolling through a stop checkpoint (i.e. failure to come to a complete stop): Fifteen minute time penalty each occurrence.
- D. Speeding through and/or unsafe racing up to or through a stop checkpoint: Disqualification.
- E. Race vehicle traveling on the racecourse in the reverse direction of the race, before the official end of the event: Disqualification.
- E2. Pit support vehicles traveling on the racecourse before the official end of event: Disqualification.
- E3. Pits (stationary, roving or chase) located in any areas other than those areas officially recognized as pit areas as designated by Best In The Desert Racing Association: Disqualification.
- F. Minor nerfing: One position.
- G. Major nerfing: Disqualification.
- H. Abusive conduct toward a race official: Disqualification, suspension, one hundred dollar (\$100) fine or any combination of the three.
- I. Short coursing: Disqualification.
- J. Stationary pits or chase crews outside of designated areas or traveling in restricted areas: Disqualification.
- K. Reckless driving in pit areas or any access roads by race vehicle or race support vehicles: Disqualification.
- L. Speeding in a restricted speed area up to 10mph over announced or posted speed limit by race vehicle or race support vehicles: One position.
- M. Speeding in a restricted speed area over 10mph over announced or posted speed limit by race vehicle or race support vehicles: Disqualification.
- N. Any combination of two or more infractions at any one Best In The Desert Racing Association sponsored event: Disqualification.
- O. Rolling through a paved road crossing (i.e., failure to come to a complete stop): Fifteen-minute time penalty each occurrence.
- P. Speeding through and/or unsafe racing up to or through a paved road crossing: Disqualification.

SIP2: The Director has the final decision on all issues involving any Best In The Desert Racing Association events. The Director has full discretion to make any final determinations, judgments, suspensions or penalties in relationship to all Best In The Desert Racing Association rules and/or regulations.

DRIVERS — CO-DRIVERS

- SDC1:** Each seat in any race vehicle must be occupied during the entire duration of the event as long as vehicle remains in competition. The maximum number of seats allowed in any SUV/Truck Class is three (3). Seating must be designed in such a fashion to allow all passengers a quick exit and must meet with Best In The Desert Racing Association approval.
- SDC2:** Only entrants that are listed on official Best In The Desert entry form may drive or co-drive in the vehicle for which they are registered. No entrant may drive or co-drive on or in any vehicle for which they are not registered. Registration is limited to a maximum of four entrants per vehicle.
- SDC3:** Best In The Desert Racing Association reserves the right to change race vehicle numbers and/or background colors.
- SDC4:** The driver of record must sign all entry forms and releases in person during the registration period to be eligible for points during that event. Identification may be required. Special consideration registration may be permitted with advanced approval of Best In The Desert Racing Association.

PITS

- SGPT1:** No vehicle will be permitted to enter pit areas or race area without a valid Best in the Desert/Silver State Series pit pass. Pit pass must be securely attached to front windshield and be clearly visible. The race-vehicle number must be clearly displayed on side, front and rear windows (refer to SCR51).
- SGPT2:** At all times the driver of record assumes responsibility for the actions of their pit crew members, support crews, and all others associated with their organization.
- SGPT3:** No person(s) under suspension by Best In The Desert Racing Association will be permitted to participate or be permitted to enter the pits or race area.
- SGPT4:** Any pit support vehicle running on or near the racecourse will result in the entrant being disqualified. Any pit support vehicle traveling in a restricted area will result in entrant being disqualified. No pit vehicle may follow or lead a race vehicle on the racecourse. Any pit vehicle running backwards on the racecourse will cause race vehicle to be disqualified. Any pit support vehicle stopping at a paved road crossing will cause race vehicle to be disqualified. Any pit support vehicle stopping on a road that is near the racecourse and not in an official designated area may cause race vehicle to be disqualified.

In the event that a vehicle breaks down on the course, Best In The Desert Racing Association approves the following options. Any deviation from these options may result in entrant being disqualified

- 1) Driver or Co-driver who is with vehicle at time of breakdown may walk to and from the nearest official Best in the Desert Racing Association designated pit stop only, in order to retrieve equipment or parts necessary to repair vehicle. Anyone other than the vehicle occupants that deliver equipment or parts will subject that vehicle to disqualification. Obtaining equipment or parts from any other location than an official Best in the Desert Racing Association designated pit stop will subject entrant to disqualification.
- 2) Another race-entered vehicle may pick up equipment or parts at the previous official Best in the Desert Racing Association designated pit stop and then deliver that equipment or parts to broken down vehicle. The race vehicle picking up the equipment or parts must travel in the proper direction on the course. Traveling backwards on the course will subject both entrants to disqualification. Any pit support vehicle or any other non-race entered vehicle delivering parts to a broken down vehicle will subject entrant to disqualification.

- SGPT5:** Any entrant, crew member, or other pit pass holder who takes part in any demonstration in the pits, on the course, or surrounding area before, during or after an event shall be subject to expulsion from the area, suspension from future Best In The Desert Racing Association sponsored events and possible legal action.
- SGPT6:** Maximum speed limit on all main pit access roads and in all pit areas will be 15mph for all vehicles. Maximum speed limit on all other access roads will be 35mph. Best In The Desert Racing Association reserves the right to change speed limits to account for conditions.
- SGPT7:** The Best In The Desert Pit Stop Captain shall determine the pitting zone around each pit stop.
- SGPT8:** All pits must be at least 50 feet from the edge of the racecourse to the racetrack side of race vehicle. No pit may be in the first 50 feet leading into and the first 100 feet leading out of a turn. Pits located within the turn area or less than 50 feet from the track will subject entrant to penalties of up to and including disqualification and or a minimum of one-hour time penalty at the discretion of the director.
- SGPT9:** All pits must have the equivalent of a UL approved 20-lb. ABC fire extinguisher at all times; the extinguisher(s) must be manned during all pit stops. This capability may be accomplished using fire extinguishers of any combination (minimum 5-lb. extinguisher) that equals 20 lbs. (i.e. one 20 lb., two 10 lb., four 5 lb.). If 5 LB extinguishers are to be utilized, then the pit crew must man two fire extinguishers and be at the ready. All pit fire extinguishers must have current (less than one year old) fire marshal's tag, seal in place, and be fully charged.
- SGPT10:** All young children and pets must be kept out of the immediate area where vehicle 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 track and pit vehicles. Campfires may not be permitted due to federal and state regulations.
- SGPT11:** All entrants are responsible for cleaning the pit areas they use during the event.

TECH-INSPECTION & IMPOUND

- SGT1:** It is the entrants', drivers', owners', and sponsors' full responsibility to meet all Best In The Desert/Silver State Series rules and regulations.
- SGT2:** Best In The Desert Racing Association reserves the right to limit the number of personnel into any area or garage in which inspections are being made or within which vehicles are impounded.
- SGT3:** Best In The Desert Racing Association reserves the right to seal or impound any and all race vehicles.
- SGT4:** Best In The Desert Racing Association assumes no responsibility for impounded vehicles. Best In The Desert Racing Association intends to make reasonable efforts to ensure the vehicles' security.
- SGT5:** The director, chief steward and/or chief technical inspector may impound any vehicle or vehicle parts.
- SGT6:** No vehicle may be removed from an inspection area or impound area without permission from the director, chief steward and chief technical inspector. Failure to comply shall subject that entry to disqualification. Any vehicle not taken directly to the inspection or impound area when requested by the chief steward or chief technical inspector shall subject that entry to disqualification.
- SGT7:** The chief technical inspector may seize any illegal parts or devices found on any vehicle. Any item seized by the chief technical inspector will not be returned, nor will there be any compensation made by Best In The Desert Racing Association, its officials or directors to any entrant who has illegal items seized.

SGT8: Entrants must make all reasonable effort to arrive at the registration and pre-race technical inspection during the hours listed on race information sheets. Failure to do so may result in penalties being placed on entrant at the discretion of Best In The Desert Racing Association. The penalties are as follows:

- First offense: One hundred dollar (\$100) fine to be paid at registration and/or technical inspection area.
- Second offense: One hundred dollar (\$100) fine and a 5-minute per 100 miles of course time penalty (i.e., 200-mile course will result in a 10-minute time penalty).
- Third offense and on: One hundred and fifty dollar (\$150) fine and a 10-minute per 100 miles of course time penalty (i.e., 200-mile course will result in a 20-minute time penalty).

SGT9: Best In The Desert Racing Association reserves the right to apply frame identification markers to any and all vehicles that participate in the Silver State Series. The frame identification markers are to remain intact and unaltered by vehicle owners, drivers or support personnel. The frame identification markers are to remain on the vehicle for the life of the vehicle. If frame identification marker is damaged or must be removed to facilitate repairs to vehicle then the driver of record for the vehicle must notify Best In The Desert Racing Association prior to next event in order to have a new frame identification marker applied. The driver of record must notate the frame identification number being removed and notify Best In The Desert Racing Association of the number.

PRE-RACE TECH

SGT10: Each vehicle must pass a safety inspection before it will be permitted to race in any Best In The Desert Racing Association event. A designated identification marker will be placed on the vehicle after successfully passing the safety inspection. The identification marker must remain on the vehicle until after the finish of the race. A Best In The Desert decal must be placed on each side of the vehicle in a prominent location. Best In The Desert Racing Association supplies a stuck stub. The stuck stub must be placed in the vehicle along with a writing instrument. The stuck stub must remain in the vehicle. If a break down or out-of-race condition occurs, the stuck stub must be completed and given to the proper race official.

SGT11: All personal protective gear will be checked at pre-race tech. This includes but is not limited to firesuits, helmets and neck braces. First-aid kits, fire extinguishers, seat belts, and nets will also be checked. This does not imply that these items will be the only items checked. The chief technical inspector or assistant chief technical inspector may seize any personal protective gear that does not comply with the rules or is deemed unsafe. Any item seized by the chief technical inspector or assistant chief technical inspector will not be returned, nor will there be any compensation made by Best In The Desert Racing Association, its officials or directors to any entrant who has illegal or deemed unsafe items seized.

SGT12: Pre-race impound will be at the discretion of Best In The Desert Racing Association. After safety inspection, vehicles will be directed to an impound area where they will remain until assigned removal time. No one will be permitted into impound area after vehicle is placed in impound. Entrants must receive written special permission from Best In The Desert Racing Association to enter impound after vehicle is placed in impound.

POST-RACE-TECH

SGT13: Best In The Desert Racing Association reserves the right to subject any vehicle to a mechanical inspection at the discretion of the chief steward and/or chief technical inspector. In the event of a mechanical inspection, the driver of record will be responsible for removing or preparing the requested items to be inspected as directed. Failure to comply will result in disqualification of entrant and vehicle, and may result in suspension from future Best In The

Desert Racing Association sponsored events.

SGT14: The chief steward or director may require the owner or entrant of a vehicle damaged in a race-related incident to submit to post-incident inspection. If the owner or entrant refuses, the vehicle and entrant may be disqualified and suspended from future Best In The Desert Racing Association events.

SGT15: Post-race impound of all finishing vehicles is at the discretion of Best In The Desert Racing Association. Impound time limit is one hour after the official finish of the race. Best In The Desert Racing Association will release vehicles earlier at its discretion. Vehicles involved in any type of protest, complaint, or engine claim will be held until after resolution of protest, complaint, or engine claim.

SGT16: Any refusal by an entrant to comply with engine claim rules as stated in the class rules will result in entrants disqualification and suspension from all Best In The Desert Racing Association sponsored events for a period of one year. Entrant will also forfeit any prize money, contingencies and any other award due for finishing the race.

COMPETITION REGULATIONS

The regulations herein apply to all classes unless otherwise noted in supplementary or specific class regulations. Modifications or optional equipment is not permitted unless the class requirements or safety regulations specifically state that it will be permitted. Best In The Desert Racing Association's intent when prescribing specifications for safety equipment for vehicles that will compete under Silver State Series rules is to provide reasonable protection to all entrants, pit crews, officials and spectators. Best In The Desert Racing Association encourages all entrants to give full attention to safety requirements. Entrants must wear an approved helmet, protective clothing, eye protection and safety equipment when operating a vehicle on the race course at any time, including warm ups and testing. All body components and nets must be properly secured during such operations.

SECTION II

General Regulations

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

Safety Equipment

SCR1: Helmets

Required:

Helmets must be of the type approved by the Snell Memorial Foundation (2000 or newer), with a Snell approval sticker attached. Straps must have D-ring fasteners only.

Restricted:

No snaps or Velcro will be permitted. The interior and exterior areas of the helmet must be free of defects (i.e., the padding must be in good condition and the exterior of the helmet must not be damaged).

Recommended:

Best In The Desert Racing Association strongly recommends that entrants use helmets specifically designed for racing.

SCR2: Protective clothing

Required:

One-piece firesuits are mandatory. The suits must cover from the neck to the ankles and to the wrists. All suits must be made from fire-resistant material with the manufacturer's fire resistant rating label attached. Firesuits must be in good condition with no rips or worn areas.

Restricted:

Two-piece suits are not permitted. The suits must not have any holes, rips, and tears or be worn thin. The suits must also be free from any petroleum-based contaminants.

Recommended:

A minimum of a two-layer firesuit, fire resistant gloves and footwear are very highly recommended. Best In The Desert Racing Association 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.

SCR3: Eye protection

Required:

Shatter resistant eye protection is required for all entrants competing in a Best In The Desert Racing Association event. Entrants whose vehicles have full windshields must have eye protection in the vehicle with them at all times.

Recommended:

It is highly recommended that entrants wear the eye protection even with the windshield.

It is highly recommended that entrants with removable dentures remove them prior to competing.

SCR4: Neck braces

Recommended:

Neck braces are highly recommended for all car and truck entrants. Neck braces should provide adequate support and have a fire-resistant covering in good or like new condition. It is highly recommended that a neck brace made by a recognized manufacturer be worn.

SCR5: First aid kit

Required:

A weatherproof first aid kit must be carried in each vehicle at all times and must contain at least the following items:

- (2) 4" Bandage Compress
- (2) 2" Bandage Compress
- (1) Triangular Bandage
- (8) 2" x 3" Adhesive Bandages
- (4) 1" x 3.375" Adhesive Bandages
- (4) Antiseptic (Methylate, etc.)
- (2) Pairs of Latex Gloves

Recommended:

- (1) Eye Dressing Packet
- (1) Ace Bandage
- (1) Wire Splint (Compact)
- (1) CPR Face Mask

The first aid kit must be easily ACCESSIBLE within the occupant's area without having to remove any body panels or equipment.

SCR7: Horns

Required:

All vehicles must have a loud sounding horn. Horn must be very audible from a distance of 100 feet in front of the vehicle. No sirens are permitted during the actual racing portion of the event

SCR8: Reflectors

Required:

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.

SCR9: Fire Extinguisher

Required:

Each vehicle must carry a portable UL approved 2.5+ lb. ABC-class dry chemical type or equivalent Halon fire extinguisher. Fire extinguisher must have a gauge, be fully charged, and be easily accessible from inside of the vehicle. An additional 2.5-lb. ABC-class, dry chemical fire extinguisher must be mounted on the exterior of the vehicle unless the interior fire extinguisher can easily be reached from the outside. 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.

Recommended:

On-board HALON system fire extinguishers are highly recommended in addition to the portable fire extinguisher.

SCR10: Survival Supplies

Required:

All vehicles must carry at least one day of survival supplies and one quart of water per occupant or rider.

Recommended:

It is highly recommended that additional water be carried for each occupant during the hotter months.

SCR13: Wheels & Tires

Required:

Snap-on hubcaps or snap-on wheel covers of any type are not permitted in any class of vehicle during competition. Tires will be visually checked for condition and must be considered reasonably safe by Best In The Desert Racing Association prior to competing.

Recommended:

It is highly recommended that all foreign material be removed from mounting surfaces of the rim and wheel.

SCR14: Fasteners

Recommended:

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.

Steering & Brake Components

SCR15: Steering

Required:

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. The steering components must contain the stock steering type. Best In The Desert Racing Association must consider steering reasonably safe before vehicle is permitted to compete.

SCR16: Brakes

Required:

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.

Fuel System

SCR21: Fuel

Required:

Any of the following commercially available fuels may be used:

- Service station pump gasoline (the type normally used in passenger vehicles for highway use)
- Racing gasoline as manufactured and available to the public
- Commercial aviation gas
- Diesel fuel
- Propane or natural gas

Commercially produced nationally advertised fuel additives may be used.

Restricted:

No alcohol, Nitrous Oxide (NOS), or nitro-methane is permitted.

SCR22: Fuel tanks

Required:

Safety fuel cells must be utilized and are required for all vehicles. Stock fuel tanks must be removed completely. Alternative fuels (propane or natural gas) must use an approved fuel cell as determined by DOT standards and with the approval of Best in the Desert Racing Association. 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.

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 the following table

*Test Type - Minimum Standard
Test Specification*

Tensile Strength - 450 lbs.
Spec CCC-T-1916 Method 5102

Tear Strength - 50 lbs.
Spec CC-T-1916 Method 5134

Puncture Test - 175 lbs.
Spec MIL-T-6396 Article 4.5.17

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

Restricted:

Auxiliary fuel tanks besides the one required safety fuel cells are not allowed. No GI-cans or fuel containers similar in construction or purpose will be permitted in or on any vehicle during the race. Use of GI-cans or other fuel containers will subject entrant to disqualification.

SCR23: Fuel Filler, Vents & Caps

Required:

Fuel filler lines and positive-locking non-vented fuel filler caps 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.** The vent line must extend to the highest point of the rollcage 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.

Restricted:

Monza/flip-type caps are strictly forbidden.

Recommended:

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.

Vehicle Safety Equipment

SCR35: Safety Harnesses

Required:

All vehicles must have a heavy-duty type **five-point** fast release latch seat belt, anti-submarine strap and shoulder straps with metal-to-metal buckles and connectors for each occupant. The five-point harness system shall consist of one 2-inch wide anti-submarine strap, one 3-inch wide seat belt and two 3-inch wide shoulder straps. Harness material shall be made of nylon or Dacron polyester. Harness must be in new or perfect condition. All harnesses must show the manufacturer's name and the month and year of manufacture. All harnesses must be replaced before the end of the second year from the month and year of manufacture. No portion of the harness may be altered in any fashion from the manufacturer's standard design. Where "D" rings are used they must be doubled up, that is, **two "D" rings per shoulder strap**. Bolted mounting tabs are not considered to be "D" rings. A single "D" ring may be utilized if the loose end is sewn to the main portion of the shoulder strap in an "X" and "BOX" pattern and meets with Best in the Desert Racing Association approval.

The five-point harness must be mounted to the main structure members of the same size and dimension as the roll cage and be gusseted. The structure members must be in the following locations. Anti-submarine belt to the floor structure as close to the front of the seat as practical in order to exert maximum restraint to the upward movement of the seat belt and shoulder straps. Shoulder straps must be mounted behind the occupants seats and be located a minimum of 4 inches below the top of the occupants shoulders. Seat belt should be mounted a minimum of 2.5 inches forward of the intersection of the back of the seat and the sitting portion of the seat. All adjustment buckles must be a minimum distance of 1.5 inches from the seat to prevent loosening or chafing.

Mounting hardware must be a minimum of 0.312-inch hardened steel 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. If a wrap around type harnesses is used, care must be taken to prevent them from slipping and chafing from sharp frame components.

Restricted:

No push button type harnesses permitted.

No “Y” type shoulder belts permitted.

Harness material must not be cut, frayed, stained, dirty, or rigid at start of race.

No surplus safety harnesses are permitted.

Recommended:

Chest buckles between harness shoulder belts.

All harnesses be replaced after one year from the month and year of manufacture.

Wraparound harnesses are highly discouraged.

SCR36: Safety Nets

Required:

Best In The Desert Racing Association approved safety nets are mandatory on all vehicles and must cover the complete open area of the cockpit on both sides of the vehicle. Nets must be installed on the inside of the roll cage to prevent them from being damaged or coming off in the event of a roll over or slide on the side. Nets must be installed so that the occupants can release the netting unassisted and exit the vehicle regardless of the position of the vehicle. Net installation must meet with the approval of the chief technical inspector. Lexan in the side windows can be substituted for nets as long as positive secondary latching devices are used. Lexan side windows must be mounted in such a fashion as to allow quick removal in event door will not open.

The net border or edge and the net attachment must be made of materials that are as strong or stronger than the net itself. Net attachments must be every 6 inches. Acceptable attachments are not limited to the following: hose clamps, snaps, heavy-duty nylon ties, lift-a-dot, metal hooks and steel rods. Steel rods are acceptable methods of bottom fastening.

Best In The Desert Racing Association requires that occupants of all vehicles must be protected during a roll over in such a manner that prevents them from extending the body outside the frame of the vehicle.

SCR37: Seating

Required:

All vehicles must use seats designed specifically for racing applications manufactured by a recognized racing seat manufacturer. Stock seats must be completely removed.

A recognized manufacturer that specializes in seats for racing applications must make all seats. All seats must be securely mounted to frame of vehicle and be properly reinforced in such a manner as to keep seat from moving in relationship to the frame. Adjustable track type seats must be securely mounted as to allow no lateral or vertical movement. Head and neck restraints designed and installed to prevent whiplash are mandatory on all vehicles. Restraints must be a headrest constructed of at least 2-inch thick resilient padding and be approximately 36 square inches in area. All portions of the roll bar or bracing that might come into contact with the vehicle occupant's helmets must be padded.

Electrical System

SCR17: Ignition

Required:

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.

SCR18: Batteries

Required:

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.

Restricted:

Batteries may not be located 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.

SCR20: Starter

Required:

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

SCR6: Breakdown Safety Devices

Required:

Two battery-operated red flashing beacons, two large glow sticks OR two red reflective devices must be carried in the vehicle. Reflective devices must be at least 12 inches high and 12 inches long and be free standing (similar to trucker’s breakdown triangles). **UTV's must carry an handheld orange safety flag** to be used if you become stuck in the course to flag and warn any other race vehicles of the disabled vehicle's position. Best In The Desert Racing Association is concerned about race areas; thus, flares will NOT be permitted as a breakdown device. Official Best In The Desert Racing Association information cards are supplied to each entrant at registration. These information cards must be kept in the vehicle and used if vehicle is out of competition.

General Vehicle Components

SCR25: Engine Replacement

Required:

No entrant may replace a complete engine during an event. Entrant will be deemed to have replaced engine if the block or case halves have been replaced.

SCR26: Transmission

Required:

Every vehicle must use the stock transmission and clutch design. Every vehicle must have a functional reverse gear. The stock rear differential must also be used.

SCR27: Throttles

Required:

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 Best In The Desert Racing Association.

SCR28: Exhaust

Required:

Forestry approved spark arrestors or approved mufflers are required on all vehicles. Exhaust system design and installation must be done in such a manner as to extend a minimum of 1 foot past the rear of the driver's compartment, 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.

SCR31: Fluid Coolers

Required:

Oil coolers, transmission 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.

SCR32: Auxiliary Equipment

Required:

All vehicles must start race with a functional generator or alternator, fan, water pump (water-cooled vehicles) and a complete functional electrical system.

SCR33: Superchargers & Turbochargers

Required:

Superchargers or turbochargers are not permitted on any gasoline-powered vehicle.

Factory installed or aftermarket equivalent turbochargers are permitted on diesel-powered vehicles only. (Entrants must supply documentation of turbocharger equivalence if so requested.)

SCR38: Driver's Compartment

Required:

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.

SCR41: Ballast

Required:

All material used for the purpose of adding weight to meet minimum vehicle weight limits. Must be securely attached to a non-removable structure member and be attached in such a manner as to allow weight to be sealed to structure member.

SCR42: Weight

Definition:

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 Best In The Desert Racing Association official scales.

SCR44: Bumpers

Required:

Must have rear bumper secured to frame using minimum 1.5" outside diameter, .090" wall thickness chromoly.

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. A safe front and rear bumper is required on all vehicles.

Restricted:

No hazardous front or rear bumpers, nerf bars, frame heads or other protruding objects from vehicles are permitted.

SCR45: Mirrors

Required:

A rear view mirror is required on all vehicles usable for the co-driver. Mirrors must have at least 6 square inches of mirror surface. Mirror must have a reasonably unobstructed view of area behind vehicle.

SCR46: Skid Plates

Recommended:

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

SCR47: Storage

Required:

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.

SCR48: Fenders

Required:

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

SCR50: Hoses

Required:

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

SCR51: Identification Markers, Numbers, and Stickers

All vehicles in competition must be identified with the correct class vehicle numbers and be displayed in the proper locations as prescribed herein. Best In The Desert Racing Association will assign vehicle numbers.

***See SECTION III for more UTV Class identification information**

---Note---

Best In The Desert Racing Association assumes no responsibility for scoring vehicles with unrecognizable numbers. It is the vehicle driver's responsibility for keeping numbers recognizable.

SCR52: Advertising on vehicles

Required:

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

SCR53: Workmanship

Required:

All construction, modifications and alterations must be performed in a workmanlike manner and meet with the rules, regulations and approval of Best In The Desert Racing Association.

SCR54: Radio Equipment

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. Best In The Desert Racing Association uses the 151.490MHz frequency.

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

Included in this rule is BITD SEC8 in its entirety.

Current Updated Regulations

Vehicle Safety

Best in the Desert Racing Association believes that it is each competitor's responsibility to present a safe vehicle for pre-race tech inspection. You must maintain your safety equipment including the roll cage integrity. No changes to the minimum construction specification with respect to diameter or wall thickness are anticipated at this time. As in the past, Best in the Desert 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.

Numbers on side of vehicles:

Due to increasing difficulty on reading the vehicle numbers during the events, we must change the rule on vehicle side numbers. Effective January 1st 2005 the vehicle side numbers must be located to the rear of the drivers compartment and attached to the rollcage. The numbers will be black only and be a minimum of 10 inches high with a 1 inch width stroke. No deviation from this rule will be allowed if you are unsure of your placement bring your number plates and the tools required to mount the plate to tech inspection and we will instruct you on the proper placement.

Rearward facing lights:

It has come to our attention that numerous vehicles have found a way to circumvent the rule on rearward facing lights (taillights, amber light and blue light if required) being on all the time while the vehicle is in motion. This is an unacceptable practice that must be stopped. Due to this situation any vehicle that is reported to be running without the rearward facing lights during the event will be stopped. On the first report will be informed that the lights must be left on during the entire event and then the official will verify that the lights are working prior to continuing the event. On the second offense will be required to repair the lights, this means rewiring the vehicle at that point to the ignition switch or battery switch before being allowed to proceed. On the third offense will be required to fix the lights and will be penalized up to and including disqualification.

SECTION III

UTV Class Specific Regulations

The UTV Class is currently an open Sportsman class within the Best in the Desert Racing Association. Anything not built in compliance with the spirit of the class may be deemed ineligible to collect points, trophies, prize funds, and contingency.

Anything not in compliance with updated rules in this section, may be allowed to compete, if the general requirements of BITD are inspected and approved, however you will not be eligible for points, trophies, cash and prizes.

OCCUPANTS:

All entrant vehicles must have a driver and a co-driver in the vehicle for the duration of the race.

MEMBERSHIP:

The driver and co-driver of each vehicle must be a registered member of the UTV Racing Association and the Best in the Desert Racing Association for participation in any Best in the Desert race.

DRIVER'S MEETING:

All drivers and passengers must attend the pre-race UTV Class driver's meeting. This meeting will be separate than the official BITD driver's meeting.

RADIO & COMMUNICATIONS:

UTV Racing Association Frequency – 153.560

Best in the Desert Racing Association Frequency – 151.490

The UTV Racing Association will monitor this frequency throughout the race in order to provide information to UTV race teams and the Best in the Desert Racing Association.

A VHF type radio will be required to be used in the race vehicle. The Best in the Desert and the UTVRA frequency will be mandatory channels present on each radio. All race vehicle teams will be required to provide any team specific frequency information to the UTVRA.

SUSPENSION:

All a-arm mounting points must remain in the stock location and position as delivered from the manufacturer, however they may be reinforced for strength.

OVERALL MEASUREMENT RESTRICTIONS:

- The maximum width of the UTV, measured for outside of tire to outside of tire is 70".
- The maximum overall wheelbase from spindle to spindle can be increased to 8 inches over stock dimensions.

SHOCK ABSORBERS:

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

BUMP STOPS:

Suspension bump stops must be of the solid type.

TORSION SYSTEM:

Currently the only torsion system that is acceptable is a coil-over shock.

TIRES:

Maximum tire size is 30 inches outside diameter. No multiple tires per corner permitted.

STEERING:

Power steering is not permitted.

Turning or steering brakes are not permitted.

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. The stock battery cover will be safety approved if bolted down, to prevent battery cover from falling off. This only applies to the Rhino stock battery box.

Batteries may **not** be located 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.

LIGHTS:

All vehicles must have a minimum of two taillights, **two brake lights** and **two rearward facing amber light; one flashing, one steady**. A rearward facing **blue light** in addition to the rearward facing amber light must be installed on all vehicles. This blue light 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.

Currently the only UTV Racing Association approved amber and blue lights are made by **Federal Signal** (Target Tech). Any other race vehicle desiring to use a different light must ship or physically

present the light(s) to a UTVRA tech inspection location prior to the race weekend. Tech inspection locations can be found under the tech inspection section of the UTVRA website contact page. UTV Racing Association approved lights will also be available for purchase at these locations and on contingency row at each race in the UTV Racing Association booth.

BITD rules state that all safety lights must be working at all times, If a light fails to work it must be fixed at the next pit stop, or the vehicle cannot continue.

Headlights for the 2006 Vegas to Reno Race:

All race vehicles must be equipped with a minimum of 4 white-beam headlights wired to the vehicles charging system. They must be ran in a two circuit minimum configuration with a switch on each circuit. Any extra lighting is acceptable and encouraged.

*The stock headlights and switch are acceptable as one of two pairs of required headlights.

---NOTE---

This blue light should only be used during an official race. Previous incidents report this is illegal on roads and BLM, State, or public lands.

All lights must be in operating condition at time of inspection. Headlights may not be removed. All rearward-facing lights (taillights, brake lights, blue light, and amber lights) must be in operating condition before the vehicle will be permitted to start the race. If during the race any taillight, brake light, blue light if so required or the amber lights are damaged or burned out, the light must be fixed or replaced at the next available pit before proceeding in the race. Any taillight, blue light, or amber lights that are 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 Best In The Desert Racing Association approval, and must be mounted in such a manner as to be clearly visible from a distance to the rear of the vehicle. Rearward facing amber light and blue light must be at least 40watts but not greater than 55watts. The amber lens must be deep-coated amber in color (no other color is permitted). The blue lens must be medium coated blue in color (no other color is permitted). The amber lights and blue light 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 lights and blue light must be placed so that an approaching driver's vision is not impaired. The amber lights, blue light, 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.

ENGINE, LOCATION, AND DISPLACEMENT:

All UTV vehicles must use stock engine cases and cylinder head. Engine displacement and location may be checked by UTV Racing Association. The UTV Racing Association reserves the right to mark engine blocks prior to an event.

All vehicles must use the same fuel delivery system as stock and designed by factory. Electric fuel pumps are permitted in accordance with Best in the Desert's safety requirements for fuel pumps.

FLUID COOLERS:

Required:

Oil coolers, transmission 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 FIREWALLS:

Required:

All vehicles must have an all-metal firewall separating the driver's compartment from the danger of fire from fuel supplies. Rear mounted fuel cells require a minimum firewall which must be liquid tight and must extend at least 6 inches above the top of the fuel cell covering from side to side.

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.

Stock UTV engine covers meet the **engine** firewall requirement for the 1900 UTV class. However a fuel container firewall separator is still necessary.

FUEL FILLER SPLASH GUARD:

The intent of the splash guard is to keep fuel from being splashed on the driver and passenger when the UTV is being refueled. Splash guards must surround the fuel filling area in such a way that it provides protection from fuel spilling onto the driver and passenger when inserting and removing the fuel filler jug.

CHASSIS AND BODY:

All UTV vehicles **must** utilize the stock chassis and maintain stock appearance. The chassis may be modified for durability and strength but must retain the stock width, length, and configuration. The stock UTV cage may not be used because no bolt on connections to chassis are allowed. All joints must be welded and attached to frame securely.

All body parts must remain on the vehicle (accidental damage excluded) during the entire length of race.

The roof must be covered with sheet metal or aluminum.

DOORS:

Must have 'X', 'A' or Ladder design bracing in door area. 'X' or 'A' designs must use a minimum 1.5" outside diameter, .090" wall thickness 4130 chromoly or 1018/1012 CDS/DOM. Ladder design must use a 1.5" diameter, .090" wall thickness for main rails and 1.25" diameter x .090" wall thickness for rungs.

Doors that latch and/or open and close are not allowed.

SEATING:

All vehicles must use seats designed specifically for racing applications manufactured by a recognized racing seat manufacturer. Stock seats must be completely removed.

A recognized manufacturer that specializes in seats for racing applications must make all seats. All seats must be securely mounted to frame of vehicle and be properly reinforced in such a manner as to keep seat from moving in relationship to the frame. Adjustable track type seats must be securely mounted as to allow no lateral or vertical movement. Head and neck restraints designed and installed to prevent whiplash are mandatory on all vehicles. Restraints must be a headrest constructed of at least 2-inch thick resilient padding and be approximately 36 square inches in area. All portions of the roll bar or bracing that might come into contact with the vehicle occupant's helmets must be padded.

TRANSMISSION:

Every vehicle must use the stock transmission and clutch design. Every vehicle must have a functional reverse gear. The stock rear differential must also be used.

FLOORBOARDS:

Required:

Stock UTV floorboards are acceptable. Although adding extra protection made of metal or aluminum is highly recommended.

ROLLCAGES:

Required:

Table 2. Minimum Tubing Dimension

Vehicle Weight	Open Cockpit	Closed Cockpit
Under 2000 lbs.	1.5" x 0.90"	1.5" x .090"
2000 to 2999 lbs.	1.75" x .120"	1.5" x .120"
3000 to 3999 lbs.	2" x .120"	1.75" x .120"
4000 pounds and over	2.25" x .120"	2" x .120"

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

Material :

Rollcage construction material may be crew, dom, whr, wcr mild carbon steel or 4130 chromoly.

UTVRA HIGHLY RECOMMENDS THE USE OF 4130 CROMOLY or 1018/1012/ASTM/DOM. All welds must be of high quality and craftsmanship with good penetration and with no undercutting of parent material. Stress relieve all welded intersections by flame annealing.

Rollcage Design

All rollcages 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 rollcage components (hoops, braces, gussets, etc.) must have a minimum of 3-inch clearance from the component to the vehicle occupant's helmets when occupants are seated in their normal riding positions. All portions of the roll bar or bracing that might come into contact with the vehicle occupant's helmets must be padded.

Rollcages must be securely mounted to the frame or body. All intersecting points must be gusseted and braced. Cab or body mounted rollcages must be bolted through the body structure and be attached by use of a minimum two 0.1875-inch thick doubler 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 rollcages to body structure is strictly prohibited. Rollcage 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 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 side bars must be of the same tubing material and dimensions as the rest of the rollcage. 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 rollcage 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.

Restricted:

Oxy-acetylene brazing on rollcage is strictly forbidden.

Recommended:

4130 chromoly is highly recommended for all rollcage construction.

BUMPERS:

Must have rear bumper secured to frame using minimum 1.5" outside diameter, .090" wall thickness chromoly.

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. A safe front and rear bumper is required on all vehicles.

No hazardous front or rear bumpers, nerf bars, frame heads or other protruding objects from vehicles are permitted.

IDENTIFICATION NUMBERS, MARKERS, AND STICKERS:

Required:

All vehicles in competition must display the official Best In The Desert Racing Association and the UTV Racing Association 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. Best In The Desert Racing Association will assign vehicle numbers.

All UTV-class vehicles will have **black numbers on a yellow background**. There must be a gap of at least 1 ¼” between the black line and the numbers. This is mandatory. No other combination will be permitted.

All vehicles in competition must display the official Best In The Desert Racing Association decal on both sides of the vehicle.

All vehicles in competition must have identification numbers in the following locations and sizes:

- Minimum **10** inches high with 1-inch-wide stroke on **each side** of vehicle inline 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 or roof and is plainly visible from the front of the vehicle.

Pit-Support Vehicles

All pit-support vehicles will have minimum 4-inch high white numbers (number of vehicle pitting for) on both sides of vehicle on side windows, on upper passenger-side corner of front windshield and on rear window. Pit support vehicles must have current Best In The Desert Racing Association pit pass attached to lower portion of the front windshield on the passenger side.

IMPORTANT: All rules are tentative and may be changed, altered, or updated as the BITD season progresses in accordance with the 1900 UTV class.

Please contact the class representative Cory Sappington at (623) 334-3346 or email at Cory@UTVRA.com with any questions or for more information on these rules.

www.UTVRacingAssociation.com

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