

SXS National Series Rule Book

Rulebook will be enforced by inspection for vehicles competing in SXS National Series

SECTION ONE - Basic UTV Class Definition & Requirements

SECTION TWO - General Information

SECTION THREE- General Safety & Regulations

SECTION I **Basic UTV Class Definitions & Requirements**

SUPER STOCK: A SXS as the manufacture designed and built it. The only modifications that will be allowed in the stock class are wheel spacers, CDI box, carb , air filter, exhaust, and the addition of the following for safety measures.

Required:

- A full body including bed sides and bumpers
- Window Nets
- ½ Doors w/one side impact bar
- Roof
- Race seats x2
- 5 point harness
- Helmet, hand & Eye Protection
- Fire suit
- Neck Brace
- Fire extinguisher

- Aftermarket roll cage: bolted or securely welded to frame and attached to rear frame.
- Minimum 1200 lbs w/12 gallon max fuel cell

MOD: a modified SXS having a built motor and or a long travel suspension. Wheel spacers, CDI box, air filter, and exhaust will also be acceptable modifications in the MOD class, with the addition of the following for safety measures.

Required:

- A full body including bed sides and bumpers
- Window Nets
- Full doors
- Roof
- Race seats x2
- 5 point harness
- Helmet, hand & Eye Protection
- Fire suit
- Neck Brace
- Fire extinguisher
- Safety fuel cell
- Aftermarket roll cage
- Minimum 1200 lbs w/12 gallon max fuel cell

----Note---

These are Basic requirements and definitions. Please read the remainder of the rule book for additional guidelines and specifications.

SECTION II

DEFINITIONS AND GENERAL INFORMATION

TERMINOLOGY DEFINITIONS

The terminology, definitions and abbreviations contained herein shall be used in the rulebook, supplementary rules, entry forms, and newsletters and for general use.

ORGANIZATION TERMINOLOGY

M4SX SXS Nationals

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 rulebook. Classes may be combined at the discretion of promoter.

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

Note: To qualify for the Race series point's championship competitors must enter Races during that series.

Definitions and General Information

PARTICIPANTS

ENTRANT:

DRIVER OF RECORD: The person listed on an 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 Race Promoter.

CO-DRIVER: A person listed on an official Race entry form as a co-operator of a vehicle that is eligible to drive 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 The Race Promoter. Race officials and Promoter must be notified in the event of any driver change approved by Race officials and Promoter.

CONTESTANT: A person listed on an official Race entry form to compete in a race as either a driver or co-driver.

OFFICIALS DIRECTOR: The chief executive officer of the M4SX , 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 decisions with M4SX SXS national. The Director has full discretion to make any final determinations, judgments or penalties in relationship to all Race rules and/or regulations.

CHIEF STEWARD: The associate executive officer of the M4SX, 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 an M4SX Event.

COURSE MARSHALS: The race officials appointed by M4SX to assist the Chief Steward in the on-course conduct of a race event.

CHIEF TECHNICAL INSPECTOR: The race official appointed by M4SX to direct the inspections of entrant's vehicles before and after each event, for technical and safety compliance with this rulebook.

ASSISTANT CHIEF TECHNICAL INSPECTOR: The race official appointed by the Chief Technical Inspector and M4SX 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 Promoter to direct the timing and scoring operations of a race event.

COMMUNICATIONS DIRECTOR: The race official appointed by the Promoter to direct the radio communications network operations of a race event.

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 Promoter 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
SGT: TECH-INSPECTION and IMPOUND
SCR: COMPETITION REGULATIONS

GENERAL RULES

SGR1: Motorsports 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, M4SX , 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, M4SX, its officers, agents or directors.

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: The Race Promoter 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 in written form All racers will be notified by M4SX email..

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 an official M4SX email.

SGR7: M4SX 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 M4SX event shall subject said official(s) to improper language, physical abuse, threats or any other demeaning action.

SGR11: M4SX members are not employees of M4SX. 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 M4SX sponsored event(s).

SGR12: M4SX reserves the right to refuse and/or deny any entry application.

SGR13: Classes may be combined at the discretion of M4SX. The combining of classes is for the sole purpose of allowing entrants to race. Entrants will Not be eligible for position money of the combined class and will be awarded points in their respective classes.

SGR14: The director or chief technical inspector shall have the authority to penalize, disqualify and/or suspend any entrant for violations of vehicle technical rules.

SGR15: The Director has the final decision on all issues involving any M4SX events. The Director has full discretion to make any final determinations, judgments, suspensions or penalties in relationship to all M4SX 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 M4SX 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 less than 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 M4SX 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 M4SX 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 M4SX events.

SGE10: 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 M4SX 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 M4SX designated areas set-aside for pits and/or gas stops. XXX Rhino Sport Promotions retains the right to assess each situation and respond accordingly. (Situations involving safety are at the discretion of the Chief Steward or Director of M4SX. In the event that a vehicle breaks down on the course . Proves the following options. Any deviation from these options may result in entrant being disqualified.

SGD6: Any race entrant or their support personnel who subject any M4SX. 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: M4SX. will set the maximum duration and length of an event.

SEC2: The winner of each class shall be the lead entrant that has completed the required race distance or time. The entrant must also meet all other criteria in order to be declared the official winner.

SEC3: Starting procedures will be announced at the drivers/riders meeting prior to each event.

SEC4: Every vehicle must leave the start line at its designated start time. Only those vehicles that cross the finish line within the designated distance or time limit will be declared official finishers

SEC5:. Every entrant is responsible for his/her armband and/or vehicle technical inspection sticker. Any entrant found not to have an armband or vehicle without technical inspection sticker will cause that vehicle to be disqualified.

SEC6: No entrant registered as the Driver of Record may run in more than one class with the one vehicle. Individual may be registered as the Driver of Record for more than one vehicle at the same event but must be for a different class.

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 M4SX. rules. Another entrant within the same class may make technical protests as the entrant being protested. A **five hundred-dollar (\$1000)** 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 M4SX.. Penalties levied at the discretion of M4SX.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. M4SX..
- E. M4SX.Chief Technical Inspector who shall perform the required inspection of the protested items(s).
- F. At the discretion of M4SX., 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. 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 XXX Rhino Sport Promotions 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 XXX Rhino Sport Promotions sponsored event. A. Failure to appear before the chief steward and/or director when requested: Letter of reprimand and infraction penalty.

- A. 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 M4SX.season: Loss of one position in last race entered.
- C. Race vehicle traveling on the racecourse in the reverse direction of the race, before the official end of the event: Disqualification.
- D. Minor nerfing: One position.
- E. Major nerfing: Disqualification.
- F. Abusive conduct toward a race official: Disqualification, suspension, one hundred dollar (\$100) fine or any combination of the three.
- G. Short coursing: Disqualification.
- H. Reckless driving in pit areas or any access roads by race vehicle or race support vehicles: Disqualification.

I. Any combination of two or more infractions at any one SXS National event:
Disqualification.

SIP2: The Director has the final decision on all issues involving any M4SX events. The Director has full discretion to make any final determinations, judgments, suspensions or penalties in relationship to all rules and/or regulations.

DRIVERS — CO-DRIVERS

SDC1: Only entrants that are listed on official 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.

SDC2: M4SX reserves has the right to change race vehicle numbers and/or background colors.

SDC3: 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 M4SX

TECH-INSPECTION & IMPOUND

SGT1: It is the entrants', drivers', owners', and sponsors' full responsibility to meet all M4SX rules and regulations.

SGT2: M4SX 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: M4SX reserves the right to seal or impound any and all race vehicles.

SGT4: M4SX assumes no responsibility for impounded vehicles. M4SX 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 M4SX Promotions, its officials or directors to any entrant who has illegal items seized.

SGT8: Entrants must arrive at the registration and pre-race technical inspection during the hours listed on race information sheets. If entrants fail to do so they will not be eligible to participate in the event.

SGT9: upon completion of registration entrants will be given a M4SX identification marker that will be placed on the vehicle. The marker will be necessary to proceed to pre-race technical inspection. The marker will be one of two that must remain on the vehicle until after the finish of the race.

PRE-RACE TECH

SGT10: Each vehicle must pass a safety inspection before it will be permitted to race in any M4SX event. M4SX identification marker will be the second marker 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.

SGT11: All personal protective gear will be checked at pre-race tech. This includes but is not limited to fire suits, helmets and neck braces, fire extinguishers, seat belts, and nets will 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 M4SX, 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 M4SX. 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 M4SX Promotions to enter impound after vehicle is placed in impound.

POST-RACE-TECH

SGT13: M4SX Promotions 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 M4SX 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 M4SX.

SGT15: Post-race impound of all finishing vehicles is at the discretion of M4SX. Impound time limit is one hour after the official finish of the race. 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 entrant's disqualification and suspension from all M4SX 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. M4SX intent when prescribing specifications for safety equipment for vehicles that will compete under any M4SX Series rules is to provide reasonable protection to all entrants, pit crews, officials and spectators. M4SX 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 III

General Regulations

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

Vehicle Safety

M4SX 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, M4SX 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.

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: Promotions strongly recommends that entrants use helmets specifically designed for racing.

SCR2: Protective clothing

Required:

One-piece fire-suits. 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. Fire-suits must be in good condition with no rips or worn areas.

A minimum of one-layer fire-suit, fire resistant gloves and footwear are very highly recommended. M4SX 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 M4SX event. Entrants whose vehicles have full windshields must also wear eye protection.

SCR4: Neck braces

Required:

Neck braces are required for all 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.

Recommended:

D-cell R 3 or hybrid device are highly recommended.

SCR5: 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.

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

SCR6: Wheels & Tires

Maximum tire size is 30 inches outside diameter. No multiple tires per corner permitted. Tires will be visually checked for condition and must be considered reasonably safe by M4SX prior to competing.

Recommended:

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

SCR7: 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, & Suspension Components

SCR8: 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 and or locknut in each one. The steering components must contain the stock steering type (**Rack and pinion**). Power steering is permitted. M4SX must consider steering reasonably safe before vehicle is permitted to compete.

SCR9: Brakes

Required:

Brakes must be in a safe working condition and be able to apply adequate force to lock up all four tires. Turning or cutting brakes will NOT be permitted. 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.

SCR10: 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.

SCR11: Bump Stops

Suspension bump stops must be of the solid type.

SCR12: Torsion System

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

SCR13: 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.

SCR14: Wheel Spacers

Wheel spacers will be permitted.

Fuel System

SCR14: 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), nitro-methane, or methanol fuels are permitted.

SCR15: Fuel tanks

Required for **MOD** class, Recommended for stock class:

Safety fuel cells should be utilized for all vehicles. Stock fuel tanks should 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 M4SX. 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. The maximum fuel capacity is 12 gallons for **Mod** and **Super Stock**. 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 steel straps or $\frac{3}{4}$ ", .90 tubing. 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.

SCR16: 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 roll-cage or run in a vertical loop nearest the fuel cell, across the width of the vehicle, and down 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

SCR17: 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 four-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. All Mounting parts of belts must be mounted to chassis. 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.

Wraparound harnesses are highly discouraged

Recommended:

Heavy Duty **Five-Point** fast release latch seat belt. Chest buckles between harness shoulder belts. All harnesses be replaced after one year from the month and year of manufacture.

SCR18: Safety Nets

Required:

Race Promoter approved safety nets are mandatory on all vehicles. If passenger/co-driver is allowed, a safety net must be installed on passenger side of 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 as 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. M4SX 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.

SCR19: Seating

Required:

All vehicles must have 2 seats (one driver, one passenger) 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.

Electrical System

SCR20: 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.

SCR21: 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. 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.

Restricted:

Batteries may be located in the driver's compartment if enclosed by factory engine cover or adequate fire wall. Batteries will be considered as being in the driver's compartment if there is no firewall between the battery and the driver.

SCR22: Starter

Required:

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

General Vehicle Components

SCR23: Overall Measurement Restrictions

Required:

- The maximum width of the SXS, measured for outside of tire to outside of tire is 72".
- The maximum overall wheelbase from spindle to spindle can be increased to 8 inches per side over stock dimensions.

SCR24: 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.

SCR25: Engine Locations & Displacement

Required:

All SXS vehicles must use stock engine cases and cylinder head. Engine displacement and location may be checked by M4SX. The maximum is **800cc**. M4SX reserves the right to mark engine blocks prior to an event. All vehicles can use aftermarket carb. **Mod** class can use dual carbs or fuel injection. Electric fuel pumps are permitted in accordance with M4SX safety requirements for fuel pumps.

SCR26: Exhaust

Required:

Exhaust systems must be routed in such a manner that is a safe distance away from all fuel system entities.

Recommended:

Exhaust should be a minimum of 6 inches away from fuel lines and 18 inches away from fuel filler.

SCR27: Transmission

Required: Every vehicle must use the stock transmission and clutch design. Every vehicle must have a functional reverse gear. The stock front and rear differential w/axles must also be used and in working order. Aftermarket clutches are permitted in **Mod** and **Super Stock**.

SCR28: Fluid Coolers

Required: (all SXS should have come stock this way)

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.

SCR29: Auxiliary Equipment

Required: (all SXS should have come stock this way)

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

SCR30: Superchargers & Turbochargers

Restricted:

Superchargers or turbochargers will **not** be permitted.

SCR31: Chassis & Body

Required:

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 SXS cage may not be used. All joints must be welded and or bolted to frame securely, this will be approved at tech inspectors discretion.

SCR32: Doors

Required:

Must have 'X', 'A' or Ladder design bracing in door area. 'X' or 'A' designs must use a minimum 1" 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.

SCR33: Roll cages

Required:

An after market roll cage is required in **MOD** and **SUPER STOCK**. **NO** seamed tubing.

Recommended:

Roll-cage Design

All roll-cages must be designed and constructed with one front vertical hoop, one rear vertical hoop, two interconnecting top bars, two rear down braces, two wing' wang bars ("B" pillar) constructed of 1.0" 0.95 chromoly or 1.0" 1.20 DOM, one diagonal brace and all necessary gussets. The two top interconnecting bars must be placed as far to the outside of the top section of the front and rear hoops as possible. Rear down braces and diagonal brace must angle a minimum of 30 degrees from vertical. At the bottom of the diagonal brace there must be a cross member of the same tubing material and dimensions as the hoop. All roll-cage components (hoops, braces, gussets, etc.) must have a minimum of 3-inch clearance from the component to the vehicle occupant's helmets when occupants are seated in their normal riding positions. All portions of the roll bar or bracing that might come into contact with the vehicle occupant's helmets must be padded. Roll-cages must be securely mounted to the frame or body. All intersecting points must be gusseted and braced. Cab or body mounted roll-cages must be bolted through the body structure and be attached by use of a minimum two 0.1875-inch thick 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 roll-cages to body structure is strictly prohibited. Roll-cage terminal ends must be attached to a frame or body member that will support maximum impact and not shear or allow more than 1.5 inches of movement in the cage terminal end. All 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 roll-cage. The side bars must be as close to parallel to the ground as possible, be located to provide maximum protection to the occupants, and be securely welded to the front and rear hoops. The location of the sidebars must not cause difficulty in entering or exiting the vehicle. Gussets constructed of 0.125-inch x 3-inch x 3-inch flat-plate or split, formed and welded corner tubing, or tubing-gussets made of the same material and thickness as the roll-cage may be used. Gussets must be installed at all major intersections, including diagonal and rear down braces, where single weld fractures can affect occupants' safety.

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 nonferrous materials are permitted.

Material :

Roll cage construction material may be crew, dom, whr, wcr mild carbon steel or 4130 chromoly. **NO** seamed tubing.

M4SX HIGHLY RECOMMENDS THE USE OF 4130 CHROMOLY 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 relief all welded intersections by flame annealing.

Restricted:

Oxy-acetylene brazing on roll-cage is strictly forbidden

SCR34: 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. Both upper and lower engine covers must be installed, or adequate engine cover installed.

SCR35: 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.

SCR36: Mirrors

Recommended:

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

SCR37: 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.

SCR38: Floorboards

Required:

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

SCR39: 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.

SCR40: 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.

SCR41: Hoses**Required:**

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

SCR42: 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. **M4SX assign vehicle numbers.**

---Note---

M4SX assumes no responsibility for scoring vehicles with unrecognizable numbers. It is the vehicle driver's responsibility for keeping numbers recognizable.

SCR43: 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.

SCR44: Workmanship**Required:**

All construction, modifications and alterations must be performed in a workmanlike manner and meet with the rules, regulations and approval of M4SX

SCR45: Weight**Required:**

A minimum weight of 1200 lbs. including fuel is permitted. The maximum allowed size of the fuel cell is 12 gallons.

IMPORTANT: All rules are tentative and may be changed, altered, or updated as the M4SX SXS Natonal season progresses in accordance with the SXS class. Please contact M4SX at (619) 277-7266 or email at Ken@M4SX.com with any questions or for more information on these rules.

I, _____ by signing below, acknowledge that
(Driver Name)

I have read and understand the rules and requirements set forth by M4SX.

Signature _____ **Date** _____