

## Lernerville Speedway UTV Class Rules/ UTV Technical Specifications/Payout Schedule

**Class Definitions and overview for the 3 UTV Classes for Competition at Lernerville Speedway.**

**1.Showroom Sportsman UTV - Any UTV in near showroom form, except any MFG turbo models, and 2018 Polaris RS1. Race Chairman will decide eligibility.**

**2.Pro Stock UTV -** Stock 1000 cc UTV rules are outlined below. It is the intention that all modifications allowable are outlined below for the Pro Stock UTV class, and all other parts/ components that can affect or enhance the performance of the vehicle must remain stock. The Rules Chairman holds final decision-making power on any stock/ non-stock component deemed legal or illegal to race.

**3.Pro Modified UTV - Up to 1000cc UTV Production Chassis & Engine, with modifications as outlined in class rules.**

### UTV- 1 VEHICLE **SIGNAGE**

- A. Advertising on race vehicles must be in good taste.
- B. Lernerville Speedway may require the use of specific Tech Inspection Decals.
- C. Team vehicles with the same paint and colors must have prominent distinguishing markings of some kind. Rules Chairman reserves the right to require additional markings to help distinguish between vehicles.

### UTV- 2 **NUMBERS AND STICKERS**

- A. Numbers are required, to be large enough to be seen clearly by fans seated grandstands, and announcer's booth.**
  - 1. Numbers must be applied side by side. No slanted numbers.
  - 2. Numbers must be mounted in a fashion that keeps them as clean and unobstructed as possible.**
- B.** Any duplicate numbered vehicles, may be required to add a letter (ex. 21x)

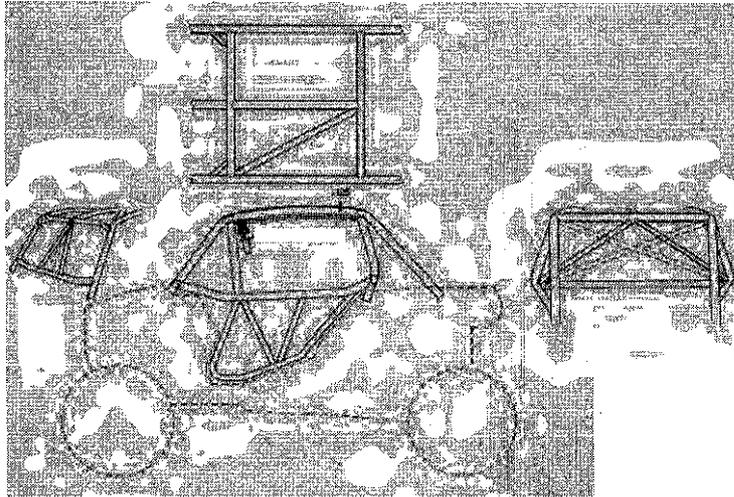
- C.** Track officials may require a competitor to use a different number to avoid confusion or duplication at an event.
- D.** It is the competitor's responsibility to make sure that the number is visible during all race conditions.
- E.** Foil or reflective numbers are not permitted.
- F.** All UTV vehicles are required to have Lernerville Speedway Tech Inspection sticker prior to entering Race surface.
- G.** One number on each side of the vehicle, on a number plate mounted high and close to the back of the roof. Minimum number plate size: 10 inches high by 14 inches long. Minimum number size: 8 inches tall.

- H. The back of the vehicle facing the rear, on a number plate: Minimum number plate size: 6 inches high by 8 inches wide. Minimum number size: 5 inches tall.
- I. Roof: Minimum number size: 8 inches tall.
- J. Upper left-hand corner of windshield area: Minimum number size: 4 inches.

### UTV - 3 ROLL CAGE AND CHASSIS

- A. All vehicles must utilize the stock chassis and maintain stock appearance. The stock chassis (frame) is defined as the main lower rails running along the inner sides of the UTV and the front and rear tubes that connect them. The chassis may be modified for durability and strength but must retain the stock width, length, and configuration. Any modifications must be pre-approved by Rules Chairman.
- B. **No carbon fiber or titanium materials allowed in chassis or body construction. CF and Ti allowed in engine configuration, only if produced OEM. Carbon fiber may be used in exhaust mufflers, cans, and resonators.**
- C. After market roll cage recommended.
- D. Cages must be constructed with one front vertical hoop, one rear vertical hoop, two Inter-connecting top bars, two rear down braces, one diagonal brace, and all necessary gussets. Welded "B pillar" connection points are permissible.
- E. Two top interconnecting bars must be placed as far to the outside of the top part of the front and rear hoops as possible.
- F. 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.
- G. There must be a minimum of 3 inches clearance between driver's helmet and roll cage.
- H. Gussets must be installed at all major intersections, including diagonal and rear down braces, where single weld fractures can affect occupant's safety.
- I. Gussets may be constructed of minimum .090-inch x 3-inch x 3-inch flat plate or tubing gussets made of same material and thickness as roll cage.
- J. 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 1/2 inches of movement in the cage terminal end.
- K. Minimum tubing diameter and thickness is 1 1/2inch diameter by .095.
- L. Roll cage material must be DOM or 4130 chromoly.

- M. All tubing, welds, gussets, and roll cage construction must be approved by Rules Chairman, or approved cage builder.
- N. Entire roof must be covered with sheet metal or .063-inch minimum aluminum.
- O. Top left half of roll cage above driver's head must have one 1 1/2 inch x .095inch diagonal bracing bar.
- P. It is recommended that stock cage and seat belt mounting plates be reinforced, especially on Pre-2012 vehicles.
- Q. **Rear Firewall: Firewall must be as high/tall as harness bar. Stock plastic is allowed, but competitors are encouraged to use .063 aluminum minimum.**
- R. **SPORTSMAN DIVISION CAGES:**
  - 1. **Must retain all bed plastics and panels.**
  - 2. **Bolt on or weld on cages are permitted.**
  - 3. **If weld on style, weld joint must be within 4 " of stock junctions.**



#### UTV-4DOORS

- A. Door area must be covered with sheet metal or a minimum of .063-inch thick aluminum. Panel must be attached with bolts or dzus buttons.
- B. **Door top tube must be a minimum of 1 1/2 inch diameter X .095 wall thickness DOM, or 4130 Chromoly.**
- C. Doors must have a A, V or X design to protect drivers area.
- D. Lower U shape tube and all A, V or X designs must use a minimum 1 1/4 inch diameter by .095, 4130 chromoly or DOM.

## UTV - 5 DRIVER COMPARTMENT

- A. Driver 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.
- B. Driver's seat must be in stock location and be bolted in. Seat may be lowered. Race seat is required. Must meet SFI Requirements. If no passenger seat is used, gas tank area must be completely covered with aluminum firewall.
- C. A 5-point motorsports specific harness is mandatory for Pro Stock and Pro Mod UTVs. Showroom Sportsman UTV, may use all factory equipped safety equipment, although 5pt harness and drivers side safety nets are highly recommended.
- D. **Driver side window net is mandatory, and must be latch style, no spring loaded design bars allowed. construction must be 1/2 inch solid steel rod.**
- E. Reinforced floor pan is recommended.
- F. **Rock screens are recommended.**
  - 1. **Construction to be a minimum of .120 rod and rod spacing shall be no greater than a maximum 1.5 inch opening.**

## UTV - 6 MEASUREMENTS AND WEIGHTS

- A. All measurements will be performed with Lernerville Speedway technical instruments and gauges. Rules Chairman will determine all measurements and center points.
- B. Pro Stock UTV- minimum vehicle weight:
  - 1. Polaris, CanAm, ArcticCat 1600 LBS with driver.
  - 2. Yamaha YXZ 1800 LBS with driver.
- C. Pro Modified UTV- minimum vehicle weight:
  - 1. **Polaris Turbo, CanAm XDS Turbo 1700 LBS with driver.**
  - 2. **Naturally Aspirated (NA) 1600 LBS with driver. YXZ, Polaris RS1**
  - 3. **CanAm X3 1900 LBS**
- D. **Showroom SPORTSMAN UTV:**
  - 1. **not required to weigh**
- E. All ballast must be securely mounted with at least two 5/16" bolts with locknuts that are wired or pinned.
- F. **Additional models will be added to this section as data becomes available and is verified. Updates will be released in an upcoming Tech Bulletin.**

#### UTV - 7 FENDERS

- A. Fenders must be securely attached to vehicle. The removal of fenders during competition during any reason other than damage incurred during the race will result in disqualification.
- B. Fenders must be attached in such a fashion as not to create a pointed or sharp extrusion when removed. A loop body mounting bracket construction is mandatory.
- C. Additions to the body of the race vehicle, such as fins, scoops, wings, and other extruding additions will not be permitted.
- D. Vehicles must maintain an appearance similar to the stock UTV.
- E. All body panels must be stock or aftermarket stock replacement.

#### UTV - 8 BUMPERS

- A. Vehicles must have front and rear bumpers. Track officials must approve all bumpers.
- B. Bumpers must be designed in such a way as to inhibit two vehicles from becoming locked together.
- C. Ends must be capped and rounded with no sharp edges.
- D. All classes are recommended to have side nerfbars.
  - 1. Nerf bar to be a minimum 1" diameter mild steel.
  - 2. Must be as wide as centerline of tire or wider from front of vehicle to back.
  - 3. Must be capped and rounded, no sharp edges exposed.
  - 4. Distance of protection must be no greater than 12" from rear tire.

#### UTV- 9 SKIDPLATES AND FLOORBOARDS

- A. Skid plates designed to reasonably protect the front suspension, steering, and brake components are recommended on all vehicles. Plates must be made of metal and be securely attached.
- B. Stock UTV floorboards are acceptable but extra protection made of metal or aluminum is highly recommended.

#### UTV - 10 SUSPENSION

- A. A-arm mounting points must remain in the stock location and position as delivered from the manufacturer; however they may be reinforced for strength.
- B. All UTV track width must remain 72" or less
  - 1. **No wheel spacers allowed.**

- C. Pro Stock: Must maintain OEM Wheel Base. No shortening or lengthening.
- D. Minimum ride height of 8" as determined by Rules Chairman.

#### UTV - 11 **STEERING**

- A. All steering components must be in good condition and proper working order. Drag link and tie rod ends must be secured with a cotter pin in each one.
- B. Power steering is permitted.
- C. Steering "quickeners" are permitted in all classes.
- D. Track officials must consider steering reasonably safe before vehicle is permitted to compete.

#### UTV - 12 **SHOCKS**

- A. There must be at least one and only one shock absorber per wheel in working condition at the start of the race.
- B. Pro Stock: Upper shock mounts must remain in stock location. No bolt on extensions. No bypass shocks.
- C. BUMP STOPS - Suspension bump stops must be of the solid type.
- D. TORSION SYSTEM - The only torsion system that is acceptable is a coil-over shock.

#### UTV - 13 **BRAKES**

- A. Brakes must be in safe working condition and be able to apply adequate force to lock up all four tires.
- B. Brakes must remain in safe working condition during entire event.
- C. Turning or cutting brakes are not permitted.

#### UTV - 14 **ENGINE**

- A. All vehicles must use OEM engine cases and cylinder head. Rules Chairman reserves the right to mark engine locks prior to event.
- B. All vehicles must use same fuel delivery system as stock and designed by factory.
- C. Electric fuel pumps are permitted in accordance with safety requirements for fuel pumps.
- D. Pro Stock: engine displacement not to exceed 1000cc.
- E. **Pro Stock: Engines must remain completely stock. No internal modifications.**

- F. Pro Stock: Stock throttle body must be used. No modifications **allowed**.
- G. **Pro Stock: All internal and external components must be used in their original configuration.**

UTV - 15 **SUPERCHARGERS & TURBOCHARGERS** -Superchargers or turbochargers are not permitted in Pro Stock class.

UTV - 16 **AUXILLARY EQUIPMENT** -All vehicles must start race with a functional generator or alternator, fan, water pump (water- cooled vehicles), and a complete functional electrical system.

1. **GPS is allowed.**

UTV - 17 **IGNITION**

- A. **All vehicles must have a positive action on/off switch in good working order. Switch must be labeled "ignition on/off", have a red circle around it, and must be accessible from the outside of the race vehicle.**
- B. All electric fuel pumps with switches must be labeled "fuel on/off" and be within easy reach of the driver and accessible from the outside of the vehicle.
- C. **Stock ignition switch is allowed.**

UTV - 18 **BATTERIES**

- A. Batteries must be securely mounted with metal-to-metal tie downs.
- B. Wetted fiber or gel cell batteries only. Liquid lead acid batteries are not permitted.
- C. Batteries may be located in the driver's compartment with an adequate firewall or factory engine cover.

UTV - 19 **COOLING**

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

UTV- 20 **EXHAUST**

- A. Aftermarket exhaust is allowed In all classes.

UTV - 21 **STARTER** - All vehicles must be self-starting by use of an onboard electric starter.

UTV - 22 **ENGINE REPLACEMENT**

- A. Engines may be replaced between events, CC test and lock must be reinstalled before competition resumes.

UTV-23 Fuel Tanks

- A. Oem fuel tanks are allowed, it is highly recommended to protect fuel tanks with Aluminum sheet metal, or other materials.
- B. Fuel Cells are allowed, must be installed correctly and in compliance with all Manufacturer recommended installation guideline

#### UTV- 24 FUEL VENT ROUTING

- A. All fuel cell vents and lines must come out of the top of the fuel cell
- B. Cooling of any type of fuel is not permitted during competition.
- C. In the event a spec fuel is named, we will sample the actual fuel provided at the track by the fuel supplier and that sample will become the benchmark from which all competitor's samples will be judged.
- D. Track officials have the right to sample a competitor's fuel at any time. All samples will be impounded for observation and/or testing by track officials or outside laboratories at Rules Chairmans discretion.
- E. No nitrous oxide.
- F. If race officials suspect maskers in the fuel, chemical testing will be conducted at possible expense to the competitor.
- G. Penalties for use of hazardous chemicals will be severe including fine, and/or reduction of points, and/or suspension.

#### UTV - 25 TRANSMISSION

- A. Every vehicle must use the OEM transmission and clutch design.
  - 1. **CVT transmissions: OEM gears allowed. (No aftermarket or performance gear sets.)**
  - 2. Pro Stock: YXZ. vehicles must use OEM gear ratios and flywheel.
  - 3. **treating and or polishing allowed.**
- B. The stock rear differential must also be used.
- C. All vehicles must have a functional reverse gear.

#### UTV - 26 CLUTCH

- A. Pro Stock: Must use OEM clutch design as delivered from manufacturer.
- B. No billet clutches. Clutches may not be modified in any way.
- C. After market springs, weights and helix are allowed.

#### UTV - 27 WHEELS AND TIRES

- A. Maximum tire size is 30 inches outside diameter.

- B. No more than 1 tire-per corner is permitted.
- C. Tires will be visually checked and must be considered reasonably safe by track officials prior to competing.

**D. Bead locks allowed**

**UTV - 28 FASTENERS**

- A. All components on the vehicle's suspension system, chassis, and running gear must be secured with S.A.E. Grade 8 or better nuts and bolts.
- B. 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.

**UTV - 29 HOSES** - All fuel and brake line hoses including metal lines and fittings must be clamped and/or safety wired.

**UTV - 30 MIRRORS** - Rear view mirror with at least 6 square inches of mirror surface and a reasonably unobstructed view of area behind vehicle is recommended on all vehicles.

**UTV - 31 TRANSPONDERS/TIMING**

- A. Transponders are required for scoring
- B. All UTV racers can purchase the MY LAPS transponders at Precise Racing Products 724-524-1890 or rent trackside,
- C. Drivers are responsible for the charging and installation of all transponders. Any entry without a properly installed, functioning transponder may not be scored and may be subject to further penalty.
- D. Transponders must be mounted 10 inches back from the leading edge of the front bumper and a maximum of 15 inches in height with a clear view to the track surface.**

**UTV - 32 DUST LIGHT**

- A. A minimum of one rear dust light is recommended**
- B. The light must be an amber LED with a round 2.5 inch diameter, or rectangular with a 2"x6" dimension minimum.**

## Technical Specifications- PRO Modified UTV

UTV\_MOD- 1 **PRO MODIFIED:** Up to 1000cc UTV Production Chassis & Engine, with modifications.

### UTV\_MOD- 2 **PRO MODIFIED SHOCKS**

- A. There must be at least one and only one shock absorber per wheel in working condition at the start of the race.
- B. Shock absorber mounting points may be moved.
- C. Upper shock mount locations may be modified. No bolt on extensions.
- D. BUMP STOPS - Suspension bump stops must be of the solid type.
- E. TORSION SYSTEM - The only torsion system that is acceptable is a coil-over shock.
- F. On-board adjustments are permitted in Pro Modified Class.

### UTV\_MOD- 3 **ENGINE**

- A. All vehicles must use stock engine cases and cylinder head. Track officials reserves the right to mark engine blocks prior to event.
  - 1. **Pro Mod NA vehicles are allowed to bore to 1075cc.**
- B. All vehicles must use same fuel delivery system as stock and designed by factory.
- C. Electric fuel pumps are permitted in accordance with safety requirements for fuel pumps.
- D. **SUPERCHARGERS & TURBOCHARGERS** - Factory Installed Superchargers or turbochargers are permitted in Pro Modified class.
  - 1. Must be OEM inducer and exducer dimensions, no modifications allowed.
  - 2. Billet turbo wheels allowed.
  - 3. Aftermarket waste gate controller/actuator allowed.
  - 4. Must be fitted to OEM manifolds.
  - 5. All turbo engines must retain stock bore and stroke configuration.
  - 6. All turbo engines must use OEM internal components.
  - 7. All turbo engines must use OEM valve train.

#### UTV MOD- 4 TRANSMISSION

- A. Every vehicle must use the OEM transmission and clutch design.
  - 1. .CVT transmissions: OEM gears allowed. (No aftermarket or **performance gear sets.**)
  - 2. **Pro Modified: YXZ Vehicles must use OEM gear ratios.**
  - 3. **Flywheel modifications allowed.**
  - 4. **Cryo treating and or polishing allowed.**
- B. The stock rear differential must also be used.
- C. All vehicles must have a functional reverse gear.
- D. Aftermarket axles and CV joints are allowed.

#### UTV MOD- 5 **CLUTCH**

- A. Billet clutches are allowed and may be modified in any way.
- B. After market springs, weights and helix are allowed.

#### UTV MOD- 6 **SUSPENSIONS**

- A. 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.
- B. ProModified: maximum width 72"
- C. Pro Modified: no lengthening of the factory frame
- D. Any "long travel" suspension kits, must be commercially available no later than 60 days before an event and in sufficient quantities to supply 75% of the event entries.

The purse will be paid by check at conclusion of each race event, by Lernerville Speedway Distribution of Prize Money is as follows:

	UTV PRO STOCK	UTV PROMOD	Showroom Sportsman utv		
1st	\$400	\$500	trophy		
2nd	\$300	\$300	trophy		
3rd	\$150	\$200	trophy		
4th	\$100	\$100			
5th	\$50	\$50			
6th	\$0	\$0			
7th	\$0	\$0			
8th	\$0	\$0			
9th	\$0	\$0			
10th	\$0	\$0			

Payout is based by a 10 car count per class. Example ( 5 entries for UTV PRO STOCK, will pay 50% of posted payout, 20 entries in a class will Pay Double, 200% of posted payout)

All UTV racers and crew are required to enter the "PIT Gate"

Racers are encouraged to have 3-4 crew members per car, to assist with racing duties, line up, weigh in, tech inspection and so forth.

### Championship Points

- A. Lernerville Speedway will post the UTV points, using the MY LAPS system, same as regular race car points system.
- B. All drivers are responsible for providing all information necessary for championship points eligibility.
- C. All racing events count toward the championship points as there are no "throw out" rounds.
- D. Drivers are required to refer to the established points system for Lernerville Speedway.

Contact information for Lernerville Speedway UTV Racing:

Rules Chairman- Pat McGuire OffroadMotorsports 724-272-2998

Racing Equipment and Transponders- Precise Racing Products Brett Nuepert 724-524-1890

Lernerville UTV Ambassador- Steve Stiller Stiller Motorsports

Lernerville Speedway Timing/Scoring Official- Tyler Beichmer 814-221-1712

<b>Position</b>	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13+
<b>Points</b>	25	23	21	19	17	15	13	11	9	7	5	3	1