

2013 SCORE/HDRA UTV RULES OFFICIALLY RELEASED

013 SCORE/HDRA UTV RULES

UTV PRO CLASS 1900 to 1949

The UTV Pro Stock Class vehicles are built using production UTV's, manufactured by registered companies that issue VIN numbers. Companies must produce a minimum number of units to be accepted. UTV's must have 2 seats. A driver and navigator are required.

UTV SPORTSMAN UNLIMITED 1950 to 1999

The UTV sportsman unlimited class is an open UTV class. Engine swaps, frame cutting and full tube chassis are allowed but not required, in this class. UTVs must have 2 seats. A driver and navigator are required.

SCORE general and competition regulations listed on pages 3 to 43 of the current SCORE rule book must be followed for SCORE events.

HDRA general rules listed on pages 2 to 22 of the current HDRA rule book must be followed for HDRA events.

GENERAL REGULATIONS

Entrants in this class shall comply with all applicable general regulations

COMPETITION REGULATIONS

All parts called out for this class shall remain in their stock shape, size, and configuration unless otherwise stated herein

Note: The HCR abbreviations listed under this class refer to cross reference listings in the front of this book. These cross-referenced listings are part of the class rules. Where a conflict occurs between the cross-referenced listing and a rule contained under this class, the rule contained under this class has precedence. All rules for this class will be in effect for three (3) years.

UTV PRO STOCK and SPORTSMAN UNLIMITED CLASS RULES

SUSPENSION COMPONENTS

FRONT AND REAR SUSPENSION

All suspension mounting points must remain the stock design, and remain in the stock location as delivered from the factory. However they may be reinforced for strength. Any suspension point mounted with a single bolt, may be changed to a 2

bolt mount design. Either side of the original pivot points may be used to remount the 2 suspension points.

WIDTH AND LENGTH

The maximum width of the Pro and Sportsman UTV class is 77". This is measured from outside of tire to outside of tire. The Pro UTV class overall wheelbase from spindle to spindle can be increased up to 8" over stock dimension.

The max wheelbase for the UTV sportsman unlimited class is 125".

TORSION SYSTEM

The only torsion system that is acceptable is a coil over shock.

HCR-10 SHOCK ABSORBERS AND BUMP STOPS

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

Suspension bump stops must be of the solid type. The UTV Sportsman Unlimited class will allow two shocks per wheel for the 2013 season.

HCR-11 SECONDARY SUSPENSION

Secondary suspension systems are not allowed.

HCR-12 WHEELS AND TIRES

Maximum tire size is 30" outside diameter. No multiple tires permitted.

STEERING AND BRAKE COMPONENTS

HCR-14 STEERING

Steering system is open. Power steering is allowed. Turning or steering brakes are not allowed.

ELECTRICAL SYSTEM

HCR-17 BATTERIES

Batteries must be securely mounted with metal attachments.

No wet cell batteries allowed. Batteries may be located in the driver's compartment but must be fully surrounded with aluminum or sheet metal.

HCR-18 LIGHTS

All UTV'S must have a minimum of two taillights, two brake lights, one rearward facing amber light and one rearward facing blue light. The blue light is an attempt

to identify the slower moving UTV class of vehicles, so that faster class vehicles will be able to recognize that they are approaching a slower vehicle.

SCORE/HDRA rules state that all safety lights must be on and working at all times.

The stock headlights and switch are acceptable as the required headlights.

The amber lights, taillights, and blue lights must be connected to the ignition switch (connecting straight to the battery switch, if the vehicle is so equipped is acceptable) and remain on during the entire race.

ENGINE, TRANSMISSION AND DRIVELINE

HCR-23 ENGINE AND ENGINE DISPLACEMENT

All UTV Pro Stock vehicles must use stock engine cases and cylinder head.

The UTV Sportsman Unlimited class will allow street bike or snowmobile engine swaps. **Maximum engine displacement is 1000 cc** (61.023 cu. in.) applies to both UTV classes. Engine displacement and location may be checked by **SCORE/HDRA** at any time. **SCORE/HDRA** reserves the right to mark engine blocks prior to an event and confiscate engines after the race. All vehicles must use the same fuel delivery system as stock and designed by factory. Electric fuel pumps are allowed.

HCR-25 TRANSMISSION

UTV Pro Stock must use the stock transmission and clutch design. The stock rear differential must be used. UTV Sportsman Unlimited class transmission and clutch is open. Differentials are not required in the UTV Sportsman Unlimited class.

HCR-30 FLUID COOLERS

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.

VEHICLE SAFETY EQUIPMENT

HCR-33 ROLL CAGES

All roll cages designed and constructed with one front vertical hoop and 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 size tubing material and dimensions as the hoop. All roll cage components (hoops, braces, gussets, etc.) must have a minimum of 3 inches clearance from the component to the vehicle occupant's helmets when occupants are in their

normal riding positions. Roll cages must be securely mounted the vehicle frame. 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 plates one on each side of body and bolts must be 0.375 inch diameter SAE grade 8 or equivalent 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.

HCR-35 SAFETY NETS

All vehicles must have window nets covering drivers and passengers sides in case of a rollover. Window nets must be mounted on the inside.

HCR-36 SEATING

All vehicles must use seats designed specifically for racing applications manufactured by a recognized racing seat manufacturer. Stock seats must be completely removed. 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 seat mounts must be securely mounted as to not allow any 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" thick padding and be approximately 36 square inches in area. All portions of the roll bar or bracing that might come into contact with the vehicles occupant's helmets must be padded.

GENERAL VEHICLE COMPONENTS

HCR-37 DRIVERS COMPARTMENT

Doors must have a 'X' or 'A' or latter design bracing in door area. 'X' or 'A' designs must use same size and wall thickness of tubing as the roll cage. Doors that latch or open and close are not allowed

HCR-39 FIREWALLS

All vehicles must have a all metal firewall separating the drivers 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 at a minimum. Stock UTV engine covers meet the engine firewall requirement for the UTV Pro Stock class, however a fuel container firewall separator is still necessary. All vehicles must

have a fuel filler splash guard. The intent of the splash guard is to keep fuel from being splashed on the driver and co-driver while being refueled.

HCR-42 FLOORBOARDS

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

HCR-43 BUMPERS

All vehicles must have a rear bumper secured to frame using minimum 1.5" tubing. 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.

HCR-48 CHASSIS AND BODY

All UTV vehicles must utilize the stock chassis (frame) and maintain stock appearance. The stock chassis 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 stock chassis may be added 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 is 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 the race.

The roof and doors must be covered with sheet metal or aluminum.

The UTV Sportsman Unlimited class may cut, lengthen or shorten the stock frame and full tube frames are allowed but must be approved by the UTV tech director.

HCR-50 IDENTIFICATION MARKINGS

All vehicles in competition must display the official HDRA decal on both sides of the vehicle. All vehicles in competition must be identified with the correct class vehicle numbers (1900-1949). **Number colors must contrast to their background.** Side numbers must be 8" high with 1" stroke width.

Front numbers must be 4" high.

Rear numbers must be 6" high.

NOTE: Number plates are recommended.

