



**DT SXS RACING
RULES AND
REGULATIONS
2025**

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The following rules and regulations are solely applicable to the DT SXS Racing Series events. This Rulebook is intended as a guide for the conduct of the DT SXS Racing Series, and is in no way a guarantee against injury or death to participants, spectators, or employees. Please direct any questions to DT SXS Racing. Interpretation and Application:DT SXS Racing Officials interpretation, clarification, or application will prevail upon disagreement or dispute regarding the meaning or application of the DT SXS Racing rules. Notwithstanding the foregoing or any other provision in theDT SXS Racing Rule Book, DT SXS Racing may review an interpretation, clarification, or application of the rules where the DT SXS Racing Official deems such review to be necessary. Production UTVs only. Production UTV definition: Production UTVs are vehicles manufactured by registered companies, i.e.; Polaris, Can-Am, Arctic Cat, Yamaha, etc. that issues Vin #'s. If you are reading this live on the link from our website, this is the latest version of the rules. No printed Rule Book will be considered official.

Amendment – DT SXS Racing rules may be amended or changed at any time. The amendment/change is also effective upon the date of publication.

1. Interpretation and Application – If there is a disagreement regarding the meaning or application of the DT SXS Racing rules, the interpretation and application by the DT SXS Racing officials at the event shall prevail. This decision is final and non-appealable.

2. Finality of Interpretation and Application – All participants, including but not necessarily limited to competitors, team owners, sponsors, and officials, expressly agree that determinations by DT SXS Racing officials as to the application and interpretation of the rules are non-litigable, and covenant that they will not initiate or maintain litigation of any kind against DT SXS Racing or anyone acting on its behalf with respect to such determinations. In the event that a participant violates this covenant and initiates litigation, it is agreed that the participant will reimburse DT SXS Racing for all litigation costs and that the right to a trial by jury will be waived. DT SXS Racing reserves the right to take any other action hereunder, including suspension, termination, or loss of any/all series points earned for violation of this covenant not to sue.

3. General Agreements – By submitting an entry and/or participating in any activity related to a DT SXS Racing event, a participant agrees to the following:

- A.** All rules set forth in the DT SXS Racing rules and its amendments are applicable and will be followed.
- B.** All decisions of DT SXS Racing officials are final, non-appealable, and non-litigable.
- C.** All participants voluntarily assume the risk of damage to the race vehicle, the driver, pit crew, or any other person and have no claim for said damages against DT SXS Racing, track owners, officials, agents, or employees of DT SXS Racing.
- D.** Neither DT SXS Racing nor the track owner will be responsible for the adequacy of a participant's race vehicle, equipment, or racing activity.
- E.** All participants assume full responsibility for any and all injuries sustained, including death and property damage, anytime they are in the racing areas or to or from the racing areas.
- F.** All participants understand the risk of serious injury or death, which may result from racing, and that participants solely assume that risk when choosing to participate in an DT SXS Racing event. No entrant, pit crew member or vehicle sponsor shall have any claim for damages, expenses, lawsuits or otherwise against the owners, promoters, track builders, race operators, DT SXS Racing officers, agents or directors arising from damage to any vehicle, personal injury or death, or monetary loss of any kind whatsoever. All 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 the owners, promoters, track builders, race operators, DT SXS Racing officials, agents, vendors, employees, volunteers, or directors.
- G.** Any person who performs an act or participates in actions deemed by DT SXS Racing as detrimental to UTV/SXS racing or to DT SXS facility: a disqualification and/or loss of Series points, and/or loss of finishing

position(s) in the event, and/or suspension may be imposed. This includes postings/comments on all social media platforms.

H. Force Majeure. DT SXS DURHAMTOWN OFF ROAD assumes no responsibility whatsoever for delays, postponements or cancellations of all or part of an event for any reason, including inclement weather, acts of God, or unsafe course conditions.

I. DT SXS Racing and the DT SXS Racing series reserves the right to refuse entry to any applicant, team, competitor, entrant, participant, or any other person, to any event for any reason.

J. No participant may enter the racing areas (to include the pit area) unless he/she has personally signed all required entry forms, waivers, release of liability forms, and pit permits applicable to the event.

K. Advertising and Promotion Release – Each participant, by entering an DT SXS Racing event, grants to DT SXS Racing and authorized agents and assigns a license to use and sub-license on an exclusive basis with regard to the products/services of the series sponsors, and otherwise a non-exclusive basis, his/her name, likeness and performance, including photographs, images and sounds of the participant and/or any of the participant's race vehicles in any way, medium, or material for promoting, advertising, and publicizing any DT SXS Racing event or related telecast or programming. Each participant hereby relinquishes to DT SXS Racing in perpetuity all rights there to for such purposes.

4. Telecast and Other Rights – Each participant, by entering an DT SXS Racing event, acknowledges that DT SXS Racing, and licensees and assigns, exclusively and in perpetuity own any and all rights to broadcast, transmit, film, tape, capture, overhear, photograph, collect, or record by any means, process, medium or device whether or not currently in existence, all images, sounds, and data arising from or during any DT SXS Racing event or the participant's performance in the event, and that, except for works created pursuant to the fair use doctrine or the DT SXS Racing Media Access Policy, DT SXS Racing is and shall be the sole owner of any and all copyrights, intellectual property rights, and proprietary rights worldwide in and to these works and in to any other works, copyrightable or otherwise, created from the images, sounds, and data arising from or during any DT SXS Racing event or the participant's performance in the event. Each participant agrees to take all steps reasonably necessary and all steps requested by DT SXS Racing, to protect, perfect or effectuate DT SXS Racing ownership or interest in these rights. Each participant agrees not to take any action, nor cause others to take any action, nor enter into any third-party agreement that would contravene, diminish, encroach, or infringe upon these DT SXS Racing rights.

5. Substance Abuse – No DT SXS Racing participant (driver or crew member) may use or be under the influence of alcohol, drugs or any other controlled substance while competing. The Series reserves the right to require drug testing in order to assist its enforcement of the Series' no alcohol and no drugs policy. Decision on drug testing and disciplinary action (which may include but is not limited to immediate ejection from an event, a fine, suspension, and/or a denial of further entry to any DT SXS Racing events) is at the sole discretion of the DT SXS Racing officials.

6. Vehicular Acts of Aggression - In the event that DT SXS officials deem that a Driver committed premeditated intentional acts of aggression with their vehicle toward another driver's vehicle at any time during the event, subject driver will be placed on indefinite probation and will receive a disqualification from that event. Any driver that is involved in a subsequent offense of premeditated acts of aggression with their vehicle toward another driver's vehicle will be subject to review by the executive management of DT SXS Racing and may carry further extreme penalties which can include suspension and or permanent suspension and expulsion from the series. Any driver using their vehicle and attempting to cause another driver bodily harm or cause substantial equipment damage will be disqualified and removed from the property immediately for the remainder of the event and will be subject to further penalties, fines, and DT SXS officials will exercise the right to allow the local authorities to deal with the situation within all limits of the law.

7. Physical Altercations – Any competitor or team member involved in a personal confrontation where one person touches another with intent of physical harm to the other will be placed on indefinite probation and the Series may impose additional disciplinary sanctions given the severity of the offense.

8. General Procedure – If it comes to the attention of DT SXS officials that a participant has violated a rule or has acted in a manner that is detrimental to off road racing or to DT SXS Racing, and the act warrants a penalty, the member will be notified by DT SXS Racing officials of the violation, the circumstances involved, and the penalty imposed.

9. Emergency Action – DT SXS Racing reserves the right to take temporary emergency action against a participant in the event that he/she acts in a manner that can be considered as a threat to the orderly conduct of an event. Such action may include ejection from premises, suspension, or any other action designed to remove the threat created. Consumption of alcohol or drugs before or during an event, fighting, inappropriate driving, and failure to obey any flag or other directive of a DT SXS Racing official are examples of conduct that would warrant emergency action.

10. General Scope of Penalties – Penalties for violation of DT SXS Racing rules are determined by the severity of the violations and the effect on fairness of competition, the orderly conduct of the event, and the interests of off-road racing and DT SXS Racing. Penalties may include, but are not limited to: disqualification, probation, suspension, fines, or loss of points.

11. Disqualification – A DT SXS Race Director or Series Director may disqualify a participant from an event or from the racing premises for any action deemed detrimental to the sport, DT SXS Racing or the event.

12. General Conduct – No participant or team member is allowed to act in an unprofessional manner towards any DT SXS Racing official at any time during the race event time. Any discussion or communication during a race weekend with the DT SXS Race Director will be done at a specific time and location. Discussing an infraction/disqualification may not be done during a “Live Track” or race.

REGISTRATION

1. Entry Requirements – In order to compete in a DT SXS Racing event, a participant must complete and submit an official entry online for each event by the deadline specified. Pre Registration is highly recommended for all classes. Online Registration will be at www.durhamtown.com: click on Racing tab, and then select the pre-register link. Registration will also be open at race location prior to the start of the drivers meeting. ALL Drivers must sign the online racing waiver, acknowledgement of rules, and complete W-9 prior to any activity at each event. MyLaps transponders will be available for rent at racer registration. ALL RENTED transponders must be returned at the end of each main event. Failure to return a rented transponder will result in the full purchase amount due. If you have a MyLaps Transponder from another series, please let registration know, and if possible, that transponder can be ported over and used for our scoring at no-charge.

2. Entry Approval – Acceptance of any entry is at the discretion of DT SXS Racing. A participant is not eligible to compete until registration is received and approved by DT SXS Racing regardless of fees submitted.

Late Entries – In the event an entry is submitted after the specified deadline, DT SXS Racing may accept the late entry with a late registration fee.

Gate fee is separate from race entry and will be determined and collected by Durhamtown Off Road. Wrist bands from the Main Gate must be worn at all times. Failure to have wristband will delay any Tech Inspection or entry to the Track.

3. Race entry fees are as follows: *** There will be no additional charge for practice on Fridays.***

A. YOUTH STOCK	\$50.00
B. YOUTH LIMITED	\$75.00
C. YOUTH MOD	\$100.00
D. SPORTSMAN NA & TURBO	\$125.00
E. PRO NA & TURBO (SXS)	\$200.00
F. OPEN NA & TURBO (SXS)	\$150.00

4. Transponder Rentals: There is \$20-charge for Transponder rentals. However, a \$100 Cash security deposit will be charged in order to ensure return of the transponders. **ALL RENTED Transponders** must be returned at the end of each main event. Failure to return a rented transponder will result in a charge of up to the full purchase amount due.

5. Every driver MUST check-in at Racer Registration in order to receive a transponder/tech sheet prior to lining up for Tech Inspection. Tech Sheets are mandatory for all participants, and failure to provide those items at Tech Inspection will result in loss of position and placed at the back of the line.

6. Online Registration: It is the responsibility of every participant to ensure your online registration information matches the number on your race vehicle.

7. Driver's Meeting: All Drivers must attend the mandatory drivers meeting at posted scheduled times at racer registration/staging area. Failure to attend will mean loss of staging position. If driver is unable to attend: It is the responsibility of the driver/racer to send a member (codriver) or member of their pit crew to stand in for them. We will discuss track conditions, staging procedure, flagging, and any other pertinent information that is necessary for the event.

VEHICLE ELIGIBILITY

Production UTVs only. Production UTV definition: Production UTVs are vehicles manufactured by registered companies, i.e.; Polaris, Can-Am, Artic Cat, Yamaha, etc. Other manufacturers, such as Trailmaster, Vitacci or Cazador, CFMoto are eligible, with prior DT SXS Racing approval, and must meet all requirements, including Tech Inspection. Only vehicles, parts, components, and equipment determined by DT SXS Racing officials to meet the specifications set forth in the stated rules are eligible to compete in an DT SXS Racing event. Determinations can be made at any time before, during, or after an event.

A. All new models/brands are subject to a series pre-approval process which may include (but is not limited to) inspection, track time and data collection before being deemed legal for competition. To be considered for approval to run for the series championship during the 2025 season, all new models must be available and on dealership floors at least 30 days before the first event. Models that do not meet this requirement may be approved to run on a probationary status but will not be allowed to run for the season points.

B. All Machines are subject to be examined and tested by officials at any time prior to, during, or after the event and may be disqualified if found to be in violation

- C.** Full roll cage is required. An Aftermarket cage is mandatory for mod classes. An OEM/Factory roll cage is ok in other classes, although an upgraded cage is highly recommended. Terminated tube ends must be as short as possible with flat ends or radius ball ends. No pointed or sharp tube ends allowed.
- D.** Doors/door panels are mandatory, no half doors on the side of the car where driver or passenger is present. RS1 must have full doors on both sides.
- E.** A Roof is required on all vehicles in every class.
- F.** Stock front fascia, front fenders, and rear fenders are required in all classes
- G.** Fire extinguishers or fire suppression systems are mandatory.
- H.** Five-point harnesses are mandatory for any driver and passenger seat, if applicable. All harnesses must meet SFI spec 16.1 or 16.5
- I.** Window nets are required on the driver side. They are also required on the passenger side if there is a passenger in the car. All window nets must meet SFI 27.1. Arm restraints may be used in place of window nets, and must meet SFI 3.3.
- J.** RS1s must have nets on both sides. Arm restraints may be used in place of window nets, and must meet SFI 3.3.
- K.** Clearly visible numbers on both sides of the vehicle are mandatory. White Background with Black numbers ONLY! A minimum of 7" numbers is required. If numbers cannot clearly be read by scoring officials, you may not be scored for that race.
- L.** Rear dust light is required; however, it must not strobe.
- M.** Key and/or On/Off switch, clearly labeled, that shuts off the engine is required.
- N.** Rear view mirrors will be permitted.
- O.** All vehicles must have a reverse gear.
- P.** GYTR, HRC/HPD, KHI or any other original equipment (OE) performance parts are allowed unless otherwise specifically not allowed for in this rulebook.
- Q. Fuel Cells**
- 1)** Unmodified stock fuel tanks and plastic firewalls as delivered from the OEM allowed.
 - 2)** Any vehicle with an aftermarket fuel cell must have a sealed firewall separating the fuel cell from the driver's compartment. Minimum firewall thickness .024 steel or .0625 aluminum.
 - 3)** Fuel cell must be vented outside of the driver's compartment. No vented caps allowed. A minimum -6 AN rollover check valve required to prevent the loss of fuel in a rollover.

4) Fuel cells must be mounted to the frame using straps, 1" x .125, or integral flanges. Tabs welded to an aluminum tank are NOT allowed. Hardware strapping, zip ties, duct tape, etc. are not acceptable forms of fuel cell mounting. Refer to DT SXS tech department for pre-approval of any other mounting method.

~~**Omitted: ***** 2025 For the 2025 race season, the use of a bladder will be required in all aftermarket fuel cells. Bladder must be enclosed in a smooth-skinned container constructed of 20-gauge steel or .060 aluminum. Internal baffling will be required in all aftermarket fuel cells. Foam is an acceptable form of internal baffling. Molded polymer cells will be acceptable when encapsulated in a safety container constructed of 20-gauge steel or .060 aluminum.**~~

R. Firewalls

- 1) All vehicles must have a firewall separating the driver from the engine and fuel cell/tank. All rear firewalls must extend up to driver's shoulder height and cover the full width of the interior. Minimum firewall thickness .024 steel or .0625 aluminum.
- 2) Oil coolers, dry sump oil tanks, oil lines, and coolant hoses require the use of firewall, shields, or auxiliary containment to prevent the introduction of engine oil or hot coolant from entering the driver's compartment.
- 3) Stock unmodified plastic firewalls when used with stock fuel tanks as delivered from the manufacturer are allowed.

S. Fuel Types Acceptable fuels include:

- 1) Pump gasoline
- 2) Racing gasoline, as originally manufactured
- 3) Methanol, Nitromethane, Propylene Oxide, Polypropylene Oxide, or any other oxides or additives are NOT allowed.
- 4) The use of any fuels or alternative fuels not listed above requires approval from the DT SXS tech department before the start of any event.

T. Tires

- 1) Must be a SXS/SXS specific Tire
- 2) Max diameter of 32"
- 3) Minimum durometer of 56 points
- 4) Minimum tread depth of .375"
- 5) Hoosier Chainlinks & Maxxis SC1 allowed

VEHICLE RACE NUMBERS

A. REQUIRED for 2025: DT SXS Racing requires all vehicles to display a White background with contrasting Black Numbers only.

B. All number plates must be visible with no obstructions by bodywork or chassis.

C. Sides of vehicle: One number on each side of the vehicle, on a number plate mounted high and close to the back of the roof, and parallel with the front to rear tire line. (No numbers on doors) Minimum recommended number plate size: 10" inches high by 14" inches long. Minimum Required number size: 7" inches tall.

- All numbers must be block style only.
- No outlines, stacking or shadows allowed. Italic slant of 25 degrees or less is allowed.
- Fonts must be chosen from one the approved styles only: Impact / Helvetica Black / Mechanical Bold
- Roof numbers are highly recommended/NOT Required and must be a minimum height of 12" inches.
- Driver's side upper left-hand corner of the windshield area must also be a solid black number on a

white surface with a minimum height of 4 inches.

- Rear facing numbers must be on a white number plate measuring 7” inches by 10” inches. Numbers must be solid black with a minimum height of 6” inches.

D. DT SXS Racing officials may require a competitor to use a different number to avoid confusion or duplication at an event.

E. In the event that a vehicle number is not visible from the timing and scoring area, the competitor will not be scored.

TIMING AND SCORING

A. Official Scoring – All decisions of the designated DT SXS Racing official scorer for an event are final unless a recheck has been requested by a driver or a DT SXS Racing official. All teams are required to purchase or rent remote timing transponders. Transponders can only be purchased/rented through DT SXS Racing or LiveMotorsports/Mylaps and numbers must be recorded with DT SXS Racing officials.

B. Drivers are responsible for the charging and installation of all transponders. Any entry without a properly charged, properly installed, functioning transponder may not be scored and may be subject to further penalty.

C. Transponders must be mounted as specified. See class rules for required locations.

D. ALL RENTED Transponders must be returned at the end of each main event. Failure to return a rented transponder will result in a charge of up to the full purchase amount due.

SAFETY

A. Responsibility – Off road racing is a dangerous sport. Each participant assumes the risk of bodily injury, death, or property damage when he/she participates in an event. Although safety is a concern, DT SXS Racing cannot be held responsible for the safety of participants.

B. DT SXS Racing considers safety a top priority and works with competitors, track owners, manufacturers, and outside experts to exchange useful information regarding safety designs, products, practices, and procedures and to publish and amend rules to reflect the latest safety practices as needed. DT SXS Racing is not and does not claim to be an expert in safety standards, designs, practices, or procedures, nor is DT SXS Racing a standards organization or a designer, manufacturer, facility, or vehicle design.

C. All officials and participants are obligated to inspect the racing facilities, safety personnel, equipment, and conditions at the track on a continuing basis throughout the event. Any inadequacy should be reported to senior DT SXS Racing officials immediately.

D. Participants are solely responsible for their own safety when performing duties as a driver, owner, or crew member and should carry out these duties in a way that ensures minimum amount of risk or injury to themselves and others. DT SXS Racing does not provide medical insurance for its competitors, and we strongly urge you to not compete without it. Medical Insurance is the sole responsibility of the Competitor and Passenger.

E. Neither DT SXS Racing, nor the track owner will be responsible for the adequacy of a participant’s race vehicle, equipment, or racing activity.

F. Injury Reports – Any participant involved in an accident while on the racing premises must report to a DT SXS Racing official before leaving the premises if able to do so, or as soon as the participant is physically able. If a competitor requires medical attention, by track or other medical teams, the medical technician must release

the competitor before he/she may return to competition. Failure to comply with advice of the medical technician will result in disqualification from competition for the remainder of the event.

G. Inclement Weather - events may be conducted regardless of weather conditions. In the event of excessive rain or other unfavorable conditions, it may be necessary for the Race Director to alter the order of the event schedule, including, but not limited to: adjusting the length of races or practices, and/or delaying or stopping the program completely. Should a delay occur the Race Director will make every effort to resume the schedule in a timely fashion if conditions allow.

H. Driver's Meeting: All Drivers must attend the mandatory drivers meeting at posted scheduled times at racer registration/staging area. Failure to attend will mean loss of staging position. If driver is unable to attend: It is the responsibility of the driver/racer to send a member (co-driver) or member of their pit crew to stand in for them.

I. Track Walk – Any authorized track walks must be done with small vehicles (pit bike, UTV, golf cart) and no official race vehicles, no large vehicles. Track walk should be with extreme caution, and no one should be driving / riding any faster than the 10 miles per hour. No team member or driver is permitted to go onto the racetrack at any time other than authorized track walk times or with explicit permission from a DT SXS Racing official.

FLAGS: There are several flags/and or lights throughout the race course.

Green - Green Flag (Start/Restart) – All race vehicles must remain in appropriate positions until the race is started as outlined below signifying the start or restart of the race. The Official Starter will indicate the start of the race by waving the green flag.

Yellow - Caution flag to signify a disabled racer or obstruction on the course. SLOW YOUR SPEED IMMEDIATELY to 25 mph. The Safety ZONE is a minimum of 100'ft before the incident and a minimum of 50'ft past the incident. Drivers passing, jumping, racing through a yellow flag zone, or otherwise ignoring a displayed yellow caution flag will be penalized at the discretion of the Race Officials. Penalties may include loss of position, loss of laps, disqualification, and is not an appealable disqualification. A call on the Race receiver by the Race Director of Yellow is to be treated the same as seeing the yellow flag displayed. Only DT SXS safety personnel will attend to race vehicles and drivers involved in caution incidents. DT SXS officials may request assistance from trained crew members as needed, but other than that, crew members may not enter the racetrack to assist their vehicles. Multiple vehicles may be charged with a caution infraction.

b. **Red** - Red Flag (Race Stop) – ALL Race vehicles must stop in a safe manner immediately, regardless of your scored position on track. Failure to obey the red flag will result in disqualification. This is not an appealable disqualification. Repairs, refueling, or service of any nature is not allowed during a red flag. A Red flag designates a complete restart before one lap has been completed. Timing on the restart is at the discretion of DT SXS Racing officials.

Blue - Blue Flag with Diagonal Yellow Stripe (Passing Flag)– Race vehicles given this flag must prepare to yield to overtaking traffic.

Black - Black Flag (Penalty) – Race vehicles must immediately report to the pits and remain until released by a DT SXS Racing official. A black flag penalty will be displayed at the finish line. The black flag may be displayed for rough driving, an unsafe vehicle, failure to acknowledge other flags, failure to adhere to DT SXS Racing rules or directives, and other offenses at the discretion of DT SXS Racing.

White Flag (One Lap to Go) – Display of the white flag at the finish line means the leader has started his/her last lap.

Checkered Flag (End of Race) – display of the checkered flag at the finish line means the race is completed. All vehicles must go to the designated finish area and remain there until released by aDT SXS Racing official. When the checkered flag is displayed to the leader, the balance of the field receives the checkered flag in the same lap. Finishing position will be awarded according to most laps completed in the allocated amount of time, whether the vehicle is still running or not.

SAFETY GEAR

1. Full Face helmets are recommended. Motocross-style helmets and goggles are allowed. Helmets must be certified to a minimum of DOT/SNELL SA 2010 or SFI 24.1 and better. This is required for ALL classes.
2. Protective eyewear must be worn.
3. One-piece or 2-piece single Layer fire suits are required. The suits must cover from the neck to the ankles and to the wrists. All suits must have the SFI label attached and meet SFI Specs. (SFI3.2/5 Specs Recommended) Nomex undergarments are strongly recommended. NO KART Racing suits allowed.
4. Drivers must wear gloves and driving shoes that have the SFI 3.3/5 or higher label attached. Gloves may not be modified or have any holes in them. If at any time any DT SXS Racing official notices a driver missing a fire suit/glove, the driver will be black flagged from the track immediately and they will be parked for the duration.
5. All driver apparel must be clean, in good condition, and free from rips or worn areas.
6. A safety harness with 5 attachment points is required. Safety harnesses must meet one of the following ratings: SFI Spec 16.1 or 16.5. Safety harnesses with SFI certification must not be used after 2 years (24 months) after the manufacturing date, or in the event that they have an expiration date must not be used after the expiration date.
7. Safety harness with FIA certification must not be used after 5 years (60 months) after the manufacturing date.
8. A quick release lap belt not less than three inches wide is required. A 2-inch belt may be used provided it is certified to specs above. Both ends of the lap belt must be fastened to the roll cage. Bolt in style belts must be fastened with high quality grade 8 or better bolts, not less than 3/8". Clip in style belts must be cotter pinned or safety wired. Cam Lock type belts are allowed.
9. Two shoulder belts are mandatory and must be securely attached behind the driver's seat. If they are looped around or pass over the roll cage, a steel guide welded to the cage that will prevent the belt from sliding side to side is required. However, if you have pass-thrus integrated into your seat, that will be allowed and no steel guide required.
10. 5th point belt (Sub Harness) is required and must be securely mounted to the lower seat frame or roll cage at the bottom, and to the lap seat belt on the top.

11. Head and neck restraints are highly recommended in all classes any time the vehicle is on the track. R3, Hans, Hybrid or other restraint certified to SFI spec 38.1 with a legible sticker attached are allowed.

12. The head and neck restraint, when connected, must be mounted, configured, maintained, and used in accordance with the manufacturer's instructions.

13. It is the responsibility of the driver to ensure that his/her restraint is correctly installed, maintained, and properly used.

14. Radios: Radios must be of two-way voice communication type only. Each race team is responsible for meeting FCC requirements.

15. Radio communication between drivers is not permitted. No communication is allowed from race UTV/SXS to race UTV/SXS, while on the track at the same time.

16. All radio frequencies are subject to DT SXS Racing approval.

17. Spotters are allowed for all race teams. Internal Radio communication is permitted between drivers/passengers in the same UTV/SXS and their respective Pit Crews/Spotter. Drivers may be penalized for inappropriate spotter behavior.

MINIMUM AGE REQUIREMENT

1. Competitors (drivers and passengers) must be at least 18 years of age at the time of the event. Competitors 17 and under are only allowed if a parent or guardian is present at the event to sign a liability waiver. Riders in this age category may be required to present their birth certificate and have a parent or guardian present (with photo ID).

2. All drivers are responsible for their actions as well as their entire pit crew.

3. Racing age is your age on the first day of January 2025. Youth racers must race at the beginning of the 1st round of the Series. For example, a Youth racer is 8 years old on January 1, July 18th is their birthday and they will be turning 9, they must race as an 8-year old for the entire calendar year. However, a youth driver may voluntarily advance to a higher age division if he/she is eligible to do so, but once a youth rider advances to the higher age division, he/she may not return to the younger age division.

a. 170 classes are for ages 6-12, and may be required to present birth certificates. Further age brackets within this are defined per individual 170 classes below.

RACING CLASSES

1. Safety equipment is required for all classes.

2. Nitrous or any other pressurization and/or injection type system will not be allowed in any class.

3. ALL SXS/UTV's must submit to a Technical Inspection, and any violation could be subject to disqualification and forfeiture of any and all race fees, and ANY/ALL points acquired during the series. SXS's may be randomly submitted to tech inspections throughout the weekend and at the end of main events. This includes weighing the SXS with driver & safety gear included.

4. Race officials will monitor lap times throughout the season, they will have full discretion to move a driver up a class as they see fit to keep the classes fair. Any driver wanting to move down a skill level will need to make a request to the race official for them to consider the move. Additionally, any points acquired from the lower/higher skill level will be forfeited and do not transfer up/down for the series.

5. All Competitors with an assigned race number, must be displayed on both sides of the race machine. Additionally, an assigned transponder (for scoring) is required. These transponders will be available for sale/rent at each event.

6. If any class has less than 3 cars they will be combined with the next class etc... meaning stock to stock limited.

PRIZE MONEY/EVENT PAYBACK

Distribution of Prize Money and/or Event Payback - all events shall be contested for a guaranteed finishing position purse as set forth in the payoff schedule. Prize money shall be distributed by DT SXS.

Eligibility for Points and Points Fund

A driver cannot receive points for more than one race vehicle in the race. Points are awarded to the driver who occupies the grid under his/her registered vehicle number. Any driver changes must be reported to DT SXS to ensure proper scoring for the driver. If a different driver races the vehicle, a number change must be made and reported. All points follow the driver.

To be eligible to receive points, the driver and race vehicle **must** occupy the starting grid by clearing pre-race and post-race tech, pre-race staging, and roll onto the racing surface under the vehicle's own power in an attempt to take the green flag to start the race.

In the case of a tie for any position in year end points, the tie will be broken by using the greatest number of first place finishes. If a tie still exists, seconds, thirds, etc. will be considered until the tie is broken. If a tie still exists, the driver establishing the first victory of the season will prevail.

Eligibility to participate in the points fund may be forfeited by any member violating DT SXS rules or regulations prior to the presentation of the awards.

The points championship is not official until after the last race.

A backup driver will be allowed to fill in for a Racer for medical or family emergency reasons only, but must be approved by a Durhamtown Race Director.

POINTS TABLE AND FINISH POINTS

1st	40	6th	30	11th	25	16th	20	21st	15	26th	10
2nd	37	7th	29	12th	24	17th	19	22nd	14	27th	9
3rd	35	8th	28	13th	23	18th	18	23rd	13	28th	8
4th	33	9th	27	14th	22	19th	17	24th	12	29th	7
5th	31	10th	26	15th	21	20th	16	25th	11	30th	6

31st+ 5 points

INSPECTIONS

All vehicles, parts, components, and equipment are subject to inspection by DT SXS Racing officials at any time and in any manner. Decisions made in regard to the time or manner of inspection are final, non-appealable, and non-reviewable.

Inspection Area - Only those persons permitted by DT SXS Racing officials are allowed in the inspection area.

- 1.** Technical Inspection area will be always restricted to a maximum of 2 crew members in the area.
Tech Director may allow additional team members to assist for advanced tear down in special circumstances.
- 2.** The staging area will be restricted to the driver and 1 crew member at all times. Once vehicles have cleared pre-tech no modifications / adjustments are allowed for any reason while in staging or on the way to staging after leaving the tech area.
- 3.** Competitor Obligations - A participant must take whatever steps requested by DT SXS Racing officials, including tear down of the vehicle to facilitate inspection. This may include but is not limited to installing inspection holes, inspection ports, and any other means of inspection deemed necessary. Any inspection that requires tear down or dismantling of any assembly to inspect components is the sole financial responsibility of the competitor and or team. DT SXS Racing is not in any way financially responsible for any tear down or disassembly or reassembly of components to ensure rules compliance. In passing a vehicle through technical inspection, DT SXS Racing does not warrant that vehicle's adherence to all rules. The participant is responsible for ensuring his/her vehicle is in compliance with all DT SXS Racing rules at every event.
- 4.** Pre-Practice/Race Inspection - All vehicles must pass a technical inspection before entering the race track, including for practice.
- 5.** If a vehicle does not pass this inspection, it will not be allowed to compete unless, in the opinion of the DT SXS Racing official, the deficiency: will not adversely affect the race, cannot be corrected in time for qualifying for the race or it is insubstantial and does not warrant disqualification from the race.
- 6.** If the technical inspection is passed but a deficiency is noted on the inspection sheet, it must be corrected by the date and time specified or a penalty may be imposed.

7. All helmets and driver gear to be used during the weekend must be presented for pre-race inspection with the vehicle.. All gear must be clean..

8. Post-Qualifying/Race Inspection - All vehicles must either be inspected or released from inspection by an DT SXS Racing official prior to the conclusion of each racing session. If a vehicle leaves the inspection area without being cleared by an DT SXS Racing official a penalty may be imposed. No one including team members or drivers are permitted to "tamper" with the vehicle in any way in preparation for post technical inspection.

9. Technical Penalties - Penalties imposed for technical infractions are final, non-appealable, and non-reviewable. Penalties may include position change and/or disqualification from one/multiple events.

10. Equipment/Parts Failing Inspection - DT SXS Racing can confiscate any illegal parts and/or equipment found during any inspection. Any items confiscated will not be returned and no compensation will be made for these.

11. Sealing/Impounding - DT SXS Racing has the right to seal or impound race vehicles or parts for inspection purposes. DT SXS Racing assumes no responsibility for those parts or vehicles.

12. The top finishers from each class will be impounded following their respective main event in a designated area for 30 minutes. Cars racing multiple classes will be sealed, marked, tagged etc. at the discretion of DT SXS technical staff, and impounded after their final event regardless of finish or condition provided their finish in a given class warrants impounding.

GENERAL SAFETY RULES SUMMARY

1. Stock cages allowed in amateur classes only but not recommended.
2. Pro and Open class cars cannot race with a stock/factory cage. Cars must have custom built race cages.
3. Minimum 5 lb. fire extinguisher required in all cars and classes.
4. Window nets required in all classes.
5. Dust light on rear required in all classes.
6. Minimum single layer fire suit required in all classes.
7. Amateur racers will get a one time exemption for items 3, 4, 5, and 6 only.

YOUTH STOCK: AGES 5-12

1. Displacement: OEM Displacement per manufacturer.
2. OEM frames must consist of the 2 main frame rails, and all of the OEM suspension pivot mounts. Engine and transmission mounts must be in the factory location.
3. Intake: Must remain stock, no modifications allowed. Stock air intake system required including airbox with stock type air filter. Aftermarket stock type air filter element allowed.
4. OEM fuel delivery system (fuel pump, fuel tank, fuel injector)
5. Final Drive gearing, specifically the front or rear sprocket may be changed.
6. Turbochargers and Turbo upgrades are Not permitted. Nitrous systems are not allowed.
7. All vehicles must use stock engine cases, cylinder, cylinder head and Piston. Engine must remain in Stock Location.
8. Clutching: clutching changes or NOT allowed.
9. Aftermarket Exhaust systems are NOT allowed. Stock ECU required. No aftermarket ECU's allowed. No piggyback fuel tuners allowed or Flashing of ECU's
10. Safety nets and 5-point harnesses are required. Driver window nets required.
11. Opening doors are allowed. A secondary mechanical latch is required.
12. Roof panel mandatory minimum thickness .063".

13. Suspension: All A-arm mounting points must remain in the stock location and position as delivered from the manufacturer. Suspension modification is allowed to OEM shocks, including internal parts, and/or complete aftermarket shocks, that directly bolt to the OEM mounting locations. No other suspension changes allowed, including A -arms, axles, and swing arm, must remain stock. No long travel kits. Stock swingarm may be reinforced with gussets. "wheel hubs" must remain stock.
14. Brakes must be stock and functional as delivered from the manufacturer, e.g., Polaris
15. (2) front Calipers and (1) rear caliper.
16. Seat Position must remain in the Stock location except for driver fitment and safety.
17. Aftermarket seats are allowed for driver fitment.
18. Manufacturer plastics must not be removed, with the exception of the rear bed cover. Any other Weight removal is NOT allowed.
19. Pump gas only!

YOUTH SXS Limited

This class is for ages 6 to 12-year-old.

1. UTV Polaris RZR 170cc, RZR 200, KayoS200 or HiSun Strike 250 Model.
2. See minimum age requirements section for further clarification.
3. Displacement: - Any modification to the OEM engine configuration – boring, replating, blueprinting cryo treating, etc. IS NOT ALLOWED, unless otherwise noted. No production-based class will have an engine modified from its OEM engine configuration as produced by the OEM. Engines found to be manipulated in any way will be grounds from disqualification. Polaris 180cc allowed.
4. Intake: Throttle body/Carburetor must remain stock, but Intake filters may be changed. Aftermarket stock type air filter element allowed.
5. Transmission: All vehicles must use the OEM transmission and internals; however, transmission casing may be reinforced, including Transmission Pinion bracing. Aftermarket center cap is Allowed.
6. Weight removal is allowed.
7. If rear bed plastic is removed, the vertical portion of the bed plastic that extends up from the lower firewall must be maintained or must be replaced.
8. A rear firewall is mandatory.
9. Exhaust system, gearing, clutching and ECU programmers can be changed or added. Piggyback fuel tuners are allowed.
10. Aftermarket seats are allowed for driver fitment.
11. Seat harnesses 5pt are mandatory.
12. Window nets or arm/wrist restraints are mandatory. If the driver's seat is on the left side, only the driver's side window net is required.
13. Suspension upgrades are allowed, up to and including upgrading prior 2021 170 models to a dual a-arm front suspension. Suspension modification is allowed to OEM shocks, including internal parts, and/or complete aftermarket shocks, that directly bolt to the OEM mounting locations.
14. Turbochargers and turbo upgrades are not allowed.
15. Nitrous systems are not allowed.
16. Aftermarket roll cage, nerf bars, front/rear bumpers are highly recommended.
17. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an DT SXS Racing official a penalty will be imposed.
18. Safety equipment is required. (See Driver Tech Safety items for requirements)
19. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.
- 20. Weight Rule: POLARIS 170's: 625lbs w/Driver and all safety equipment. HiSun 250's: 725lbs w/Driver and all safety equipment.**

21. No Methanol or E85.

22. OEM frames must consist of the 2 main frame rails, and all of the OEM suspension pivot mounts. Engine and transmission mounts must be in the factory location. Seat may be moved to the center of the car.

23. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

YOUTH 250 OPEN SXS (AGES 8-12)

1. UTV Polaris RZR 170cc, RZR 200, KayoS200 or HiSun Strike 250 Model.
2. Engine, suspension, and weight removal modifications are all permitted. Polaris base engine must remain 57mm head bolt spacing, 250 Max CC limit.
3. The motor may be modified. This includes head, valves, cam, piston, crank, and throttle body/carburetor.
4. Intake: Modifications are permitted.
5. Exhaust, EFI controller, jetting, intake/air filters, and gearing are allowed.
6. Clutch springs, helix, weights are allowed.
7. Transmission: OEM or Aftermarket transmission modifications are allowed.
8. Aftermarket roll cage, nerf bars, front/rear bumpers are required.
9. Window nets or arm/wrist restraints are mandatory. If the driver's seat is on the left side, only the driver's side window net is required. If the vehicle is a center seat (RS1 style) then both sides must have window nets.
10. Transmission increased durability parts allowed.
11. Turbochargers and turbo upgrades are not permitted. Nitrous systems are not allowed.
12. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an DT SXS Racing official a penalty will be imposed.
13. Weight Rule: minimum of: 500lbs with driver and all safety equipment.
14. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.
15. Custom Chassis allowed.

YOUTH 1K SXS

The intent of the YOUTH 1K SXS class is to serve as a beginning step to learn race procedures, and growing driver skill until moving into sportsman class competition. Racers are to be 12-18 years of age as of June 1st of the competition year. YOUTH 1K SXS is a production based 1000cc naturally aspirated class.

These Side by Side (SXS) classes are production based, and as such if this rule book does not specifically say that you can do something, then you must consider that the change or modification is illegal.

YOUTH 1K SXS RULES:

1. Race numbers are required on both sides of the vehicle and the rear of the vehicle; must be white background with black number and corresponding class name on every number plate. Minimum 6 inches tall, NO LETTERS in you Bib #.
2. Minimum weight 1650 lbs with driver.
3. OEM shocks must be used, they may be revalved, and resprung.

4. OEM axles must be used.
5. OEM tie rods and ends must be used.
6. All OEM suspension arms, and links must be used.
7. Radiator may be relocated to the box area.
8. Changing of fly weights, helix and springs is illegal.
9. 27 inch tire diameter maximum.
10. No grooving/siping of tires.
11. OEM dash must be used, and gauge must remain in OEM location.
12. Minimum ride height is 10".
13. No Methanol or any type of Ethanol.
14. Safety rules are the same as all other classes.

WOMENS SXS

1. Ages 12 and up
2. NA or Turbo
3. Must have same safety gear as all other classes
4. Pill Draw for start positions
5. Need 3 cars minimum to have this class.
6. Race number required on both sides as other classes do.

SPORTSMAN N/A

This class is for anyone that identifies as a Beginner/Novice level driver 18 years or older.

1. Displacement: Maximum 1000cc.
2. Vehicle eligibility: Any sport UTV up to 1000cc naturally aspirated model is allowed.
3. No internal engine mod . stock center cases, cylinder and head must remain stock. No BIG BORE Cylinders. DT SXS Racing reserves the right to mark engine blocks prior to any event. Engine displacement may be checked by an DT SXS Racing UTV tech inspector at any time.
4. ECU flash is permitted along with any aftermarket exhaust AND AIRBOX
5. Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm mounting locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.
6. Clutching: Any aftermarket clutching or components is allowed. No aftermarket clutches allowed.
7. Superchargers/turbochargers or nitrous systems are NOT permitted.
8. Door panels must be fastened and provide full coverage (no half doors). Secondary locks required on all doors.
9. Aftermarket cages are allowed and recommended.
10. Safety equipment required. (See Driver Tech Safety items for requirements)
11. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an DT SXS Racing official a penalty will be imposed.
12. Weight Rule: Minimum weight of 1750 lbs. with driver & safety gear included.
13. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.
14. Minimum ride height 10 inches at lowest point.
15. Max width 80 inches.
16. Methanol or E85 are not allowed.
17. Stock OEM Trans - All gears must work as per factory.

PRO N/A (UTV engines limited to 1000cc maximum)

1. Displacement: Maximum 1000cc. See engine rules below.
2. Vehicle eligibility: Any sport UTV up to 1000cc naturally aspirated is allowed.
3. N/A 1000cc UTV Production Model is allowed to compete in the PRO Turbo class, however, a Turbo Production Model is not allowed in the PRO N/A class.
4. All vehicles must use OEM Manufactured engine cases and cylinder heads. No BIG BORE Cylinders. DT SXS Racing reserves the right to mark engine blocks prior to any event. Engine displacement may be checked by an DT SXS Racing UTV tech inspector at any time.
5. The stock gear box cases must be used, the internals in the gear box may be modified or changed using OEM parts. All gears must work.
6. Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm mounting locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.
7. Clutching: Any aftermarket clutching or components is allowed.
8. Superchargers and/or turbochargers or nitrous systems are NOT permitted.
9. Door panels must be fastened and provide full coverage (no half doors). Secondary locks required on all doors.
10. Aftermarket cages are required for the PRO Classes.
11. Safety equipment required. (See Driver Tech Safety items for requirements)
12. Top 3 finishers must submit to Tech Inspection at each round, which will include a mandatory bore & stroke measurement and weight. If a vehicle leaves the track/inspection area without being cleared by an DT SXS Racing official a penalty will be imposed.
13. Weight Rule: minimum weight of 1600 lbs. with driver & safety gear included.
14. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.
15. Methanol or E85 are not allowed.
16. Ride height 8 inches minimum.
17. After-market exhaust, airbox, and filter ok.
18. OEM ECU only reflash ok.
19. Max width 80 inches.

PRO N/A: ENGINE

1. Durhamtown SXS will determine the legality of all aftermarket engine components allowed by the rules for select classes.
2. In stock and stock-based classes, the engine must have originated from a stock qualified, OEM produced SXS.
3. Engine displacement not to exceed 1000cc in all classes unless otherwise noted.
4. All classes must have a functional muffler system.
5. All classes – Any modification to the OEM engine configuration – boring, replating, blueprinting cryotreating, etc. IS ILLEGAL unless otherwise noted, no stock-based class will have an engine modified from its OEM engine configuration as produced by the OEM. Engines found to be manipulated in any way will be

grounds from disqualification for each round the engine was run.

6. OEM throttle body must be used for its correct make and model for its year.

7. YXZ and Arctic Cat XX may update to the 2019 connecting rods.

8. All Polaris RZR may update cam buckets with OEM xp900 cam buckets, lash shims, and retainers. No modifications may be made to approved rod or piston kits other than file fitting ring end gaps.

9. Polaris RZR models may update to Carillo rod pn#12949 marked with LP10000POL-R1B and JE pistons PN#363686 marked with LP1000POL-P1 or BC connecting ride PN# BC6903 LW PRO-H and CP piston PN#M9055

10. All vehicles may replace OEM fuel rail with aftermarket replacement as long as it serves no other purpose than to supply the fuel injectors with fuel provided.

11. All vehicles may use an aftermarket manual timing chain tensioner in place of the OEM tensioner

12. All brands may replace the head/cylinder bolts with direct replacement aftermarket stud kits or bolts provided that no modifications are needed to make the upgrade.

13. Yamaha 998 engines may use Polaris shimless valve buckets.

14. Valve jobs are legal provided no material above the seat is removed.

OPEN N/A CLASS

1. Stock cages are not allowed.

2. Minimum ride height is 8 inches.

3. Minimum weight is 1600 lbs. with a driver.

4. No nitrous or methanol.

5. Max width 80 inches.

SPORTSMAN SXS (Turbo)

1. Displacement: Maximum 1000cc Turbo.

2. Vehicle eligibility: any sport UTV up to 1000cc Turbo is allowed. Polaris Pro R allowed.

3. No internal engine mods stock center cases, cylinder and head must remain stock. No BIG BORE Cylinders. DT SXS Racing reserves the right to mark engine blocks prior to any event. Engine displacement may be checked by an DT SXS Racing UTV tech inspector at any time.

4. ECU flash is permitted along with any aftermarket exhaust and airbox

5. Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm mounting locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.

6. Clutching: Any aftermarket clutching or components is allowed. No aftermarket clutches. Transmissions: stock OEM. All gears must work.

7. Superchargers or nitrous systems are NOT permitted.
8. Door panels must be fastened and provide full coverage (no half doors). Secondary locks required on all doors.
9. Aftermarket cages are allowed and recommended.
10. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an DT SXS Racing official a penalty will be imposed.
11. Safety equipment required. (See Driver Tech Safety items for requirements)
- 12. Weight Rule: Pro R minimum weight of 2000 lbs. and Mav R minimum weight of 2400 lbs. with driver & safety gear included.**
13. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.
14. Max width 80 inches.

PRO SXS (Turbo)

1. Displacement: Maximum 1000cc (Polaris Pro R is the only exception)
2. Vehicle eligibility: Any sport UTV up to 1000cc Turbo is allowed. POLARIS PRO R ALLOWED
3. N/A 1000cc UTV Production Model is allowed to compete in the PRO Turbo class, however, a Turbo Production Model is not allowed in the PRO N/A class.
4. All vehicles must use OEM Manufacture engine cases and cylinder heads. No BIG BORE Cylinders. DT SXS Racing reserves the right to mark engine blocks prior to any event. Engine displacement may be checked by an DT SXS Racing UTV tech inspector at any time.
5. The stock gear box cases must be used, the internals in the gear box may be modified or changed using OEM parts.
6. Blow off valves are allowed.
7. Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm mounting locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.
8. Clutching: Any aftermarket clutching or components is allowed.
9. Superchargers and/or nitrous systems are NOT permitted.
10. Door panels must be fastened and provide full coverage (no half doors). Secondary locks required on all doors.
11. Aftermarket cages are required for the Pro classes.
12. Safety equipment required. (See Driver Tech Safety items for requirements)
13. Top 3 finishers must submit to Tech Inspection at each round, which will include a mandatory bore & stroke measurement and weight. If a vehicle leaves the track/inspection area without being cleared by an DT SXS Racing official a penalty will be imposed.
14. Weight Rule: minimum weight of 1850 lbs. with driver & safety gear included.
15. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.
16. Minimum ride height is 8 inches.
17. Stock OEM transmissions. Gear ratios can be changed with OEM parts only.
18. Pro R weight 2000 lbs. with a driver.

19. CanAm Mav R weight 2000 lbs. with a driver.
20. Methanol or E85 are not allowed.
21. Max width 80 inches.

PRO SXS (Turbo): Yamaha specific rules:

Regulated at 60psi at the rail 64psi at the pump Data recording is mandatory measuring fuel pressure at the rail, boost at the throttle body using the unused port capped by the OEM (will have a diagram for this) failure to have an active data logger will result in a DQ

Yamaha OEM Sidewinder Injector x3	Part Number: 8KJ-13761-00-00
GYTR Cast Exhaust Manifold 2022 Spec	Part number: BAS-E4602-V0
GYTR Turbo 42MM 2022 Spec	Part Number: BAS-E46F2-R0
DLP Supplied Aero-motive Fuel Pump and fuel PSI regulator kit	Part Number: DLPFPK
DLP Supplied Solenoid for Boost Control. Brand: MAC Valves 35AA-AAA-DDBA-1BA	Part Number

Or

Regulated to stock base fuel pressure (3.5 bar) with boost referenced at the regulator. Boost will be logged through the datalogger via Can bus channel utilizing the factory map sensor. Failure to have an actual data logger will result in DQ

- OEM Yamaha Sidewinder Piston Part Number 8KJ-11631-00-00
- OEM Yamaha Sidewinder Rings Part Number 8KJ-11601-01-00
- OEM Yamaha Sidewinder wrist pin Part Number 8KJ-11633-00-00
- OEM Yamaha Sidewinder Connecting Rod Part Number 8KJ-11650-00-00
- OEM Yamaha Sidewinder Head Gasket Part Number 8KJ-11181-00-00
- DLP Supplied 580cc fuel injectors x3 - Part Number DLP-00170 DLP Supplied Exhaust Manifold with V-band mounting - Part Number DLP-00095 DLP supplied 44mm turbo and wastegate actuator - Part Number DLP-80001 DLP Supplied Aero-motive Fuel Pump and fuel PSI regulator Kit - Part Number DLP-00143 (DLPFPK) DLP Supplied Solenoid for Boost Control, Brand: MAC Valves - Part Number DLP-80002 (35AA-AAA-DDBA-1BA)

Deviation from these parts and their respective numbers will result in a DQ

OPEN SXS (Turbo) CLASS

1. Stock cages are not allowed.
2. Minimum ride height is 8 inches.
3. Minimum weight is 1850 lbs. with a driver.
4. No nitrous or methanol.

ENDURANCE RACE RULES:

These rules apply to both Amateur and open class.

1. Must be Factory OEM manufactured chassis. Ex: Polaris, Honda, CanAm, etc.
2. Safety modifications and parts upgrades allowed.

3. Must have working headlights and taillights. No strobes.
4. No blocking. If a car gets to you, pull over and let them around.
5. All racers must carry at all times at least one fire extinguisher, flashlight, and some type of flashing warning light to put on the track in case of an emergency.
6. Passengers or co-riders are allowed as long as they have all safety equipment.
7. Two-way radio communication back to pits recommended, but not required.
8. 15 MPH speed limit through the Hot Pits. Speeders will be held or have time added to the final time.
9. Amateur racers will race for trophies - 1st, 2nd, 3rd Places. Entry fee is \$150.00
10. Open racers will race for money payouts. 1st, 2nd, 3rd. Amount of payout TBD. Entry fee is \$200.00.