

# AMA District 38 Supplemental Rules for UTV Events, 2025

## ARTICLE I. GENERAL RULES

- Section 1. All drivers and their co-drivers are responsible for reading and understanding the general rules for the District 38 AMA series. These are supplemental rules that are applied to the UTV classes.
- Section 2. District 38 AMA racing does not provide medical insurance for competitors, and we urge you not to compete without it. Medical insurance is the sole responsibility of the competitor.
- Section 3. Entries may have no more than two people in a car: All occupants (Driver and co-driver) must register with the hosting club. The driver of record must start the race and complete the first lap to be scored.
- Section 4. Registration: Competitors will be identified by the driver's name. Both the driver of record and the co-driver must be present at registration and sign all required forms and releases and may be asked to show proof of age. If under 18 years of age, a minor release form is required.
- Section 5. The minimum age requirement to race in the District 38 series is 15 years old with a minor release and an 18-year-old co-driver.

A 13 or 14-year-old can race if they meet the following requirements. **YOU MUST CONTACT THE DISTRICT PRESIDENT FIRST** (Rob Niemela) prior to registering for a district membership or entering a race.

A 14-year-old: Their racing background, this will be investigated by the District President (Rob Niemela) prior to them receiving permission to compete in this series to determine that the driver meets a level of driving experience suitable to participate. The driver's parent or guardian that is 21 years of age or older must always be in the car. If the driver has no racing experience or is not up to the level of racing experience from another organization, they will not be allowed to compete until the age of "15".

A 13-year-old can drive with the following requirements: Their racing background and completion of "one" year of UTV racing. This will be investigated by the District 38 President (Rob Niemela) prior to them receiving permission to compete in this series to determine that the driver meets a level of driving experience to participate. The driver's parent or guardian that is 21 years of age or older must always be in the car. If the driver has no racing experience or is not up to the level of racing experience from another organization, they will not be allowed to compete. "They may re-apply at 14 years of age".

The driver's permission to race can be revoked at any time by the president of District 38, if he feels that the driver is causing unnecessary risk or unless otherwise stated.

13-year-old drivers will only be allowed to compete in the SPORTSMAN CLASS.

- Section 6. The minimum age of a passenger can be 13 years old, but only if the parent of the passenger is the driver; otherwise, the minimum age is 15 years old, unless the age of a driver is 15 then the co-drivers minimum age of 18 as a co-driver.
- Section 7. No one, except officials and drivers officially entered, may drive on the racecourse at any time, before or during the event. (Pre-running violations can result in disqualification of team and removal from full year point's championship contention.)
- Section 8. Radio communication is permitted between the car and pit crew.
- Section 9. Reckless Driving: No driver may operate his machine in such a manner as to endanger life or limb of other competitors, officials, or the public. Drivers will be penalized for reckless operation of their machine, including but not limited to the deliberate ramming, "nerfing," blocking or intentional contact with another vehicle, or for running into official cones or signage. Competitors are solely responsible for their own safety.
- Section 10. Team Tactics are prohibited, and include but are not limited to blocking, allowing another Team to pass to affect the outcome of the race.
- Section 11. Numbers: must have one forward facing and one on each side of the vehicle with a suggested minimum of 8" high numbers. Numbers must be readable at speed to be scored.
- Section 12. All vehicles must pass safety tech inspections prior to the competition at every event. Both driver and co-driver gear must be present.
- Section 13. All drivers and co-drivers must read and are responsible for understanding the district tech sheet prior to having your car teched before the races.
- Section 14. This series is a "best six of seven races", there will be one throw-out race per year. A team must volunteer at one race event to be eligible for the championship. The team can volunteer at any motorcycle or UTV event throughout the year.
- Section 15. There will be payback in each class. \$50 of the entry fee will go to it. The payback will be distributed in the following manner. First in class gets 50%, Second get 30% and third will receive 20% of the money collected in that class. (Exception: Sportsman Classification-NO payback)
- Section 16. For a driver to be eligible for a Point's Championship award, the driver must have participated in at least 70% of the UTV races in that class and volunteered at 1 race to be eligible for the series championship.
- Section 17. For Sportsman class, there is NO payback, or any cash contingencies, but you will be awarded points towards a Sportsman Class Championship. The goal of this class is to

provide those who wish to participate/learn to race in a classification that is economically and competitively balanced. This class is designed for enthusiasts. All safety requirements must be met. A participant may run in this class for no more than one full season (7 races), after which, they must move to an appropriate Pro class, unless the vehicle has 900cc or less.

- Section 18. The driver of record must start the race. Driver and co-driver may switch positions during the race. This change may only be made at a designated pit location. If the driver and co-driver are going to switch during a race, both people must obtain a District 38 racing license.
- Section 19. Entry fees: A race of 120 miles or less, the entry fee is to be \$200.00. Races of 121 to 200 miles and can be no more than 7 laps, the entry fee is \$250.00. Sportsman class will be \$50.00 less than the pro events.
- Section 20. BLM requires that a drivers meeting be attended by the driver of record. These drivers' meetings will be held at the event or online. If the driver was briefed with all the details discussed at the meeting, that person does not have to attend another meeting for that event.
- Section 21. There is to be, at a minimum, two 5lbs. or a single 10lbs. ABC fire extinguisher in every pit location.
- Section 22. Drivers are responsible for the actions of their entire pit crew and may be subject to disciplinary action for their behavior.
- Section 23. There is a 4-person limit in pit area each person must have club issued wrist band.
- Section 24. Pit layouts see diagram.
- Section 25. If you are involved in a collision or see an accident, it is mandatory to stop and check to see if your fellow racer is ok, if there are injuries, please radio race officials.
- Section 26. There is absolutely no alcohol allowed on pit road or during the event.
- Section 27. Fuel mats must be used to absorb any fuel that spilled during refueling of vehicle.
- Section 28. The general course GPS file will be available for download prior to the start of the UTV race but only after the start of the Motorcycle/ATV race. This file will be available on the race flyer via hyper-link provided by the host club. It is the sole responsibility of the racer or racers pit crew to be able to download the course file to their appropriate device at the event.

## **ARTICLE II. MACHINE ELIGIBILITY AND CLASSIFICATION**

### **Pro Unlimited Class Rules:**

- A. Maximum width 80".
- B. Maximum wheelbase 135".
- C. Maximum tire size 35" as labeled on sidewall.
- D. Engine size 1000cc limit, super chargers or turbo chargers allowed, not required.
- E. Internal motor modification if they maintain the 1000 cc displacement limit.
- F. Must maintain the OEM center case from a production UTV, no car motors.
- G. Must maintain OEM UTV transmission and 4-wheel drive differentials from a production UTV or aftermarket manufacturer.
- H. Aftermarket shock absorbers and bumps stop allowed.
- I. Secondary suspension allowed.
- J. Must retain a UTV appearance.
- K. Fuel cells are recommended.
- L. Aftermarket roll cages are recommended, providing OEM material specifications, or better are used and OEM mounting locations are maintained safety equipment upgrades are permitted such as frame reinforcements.
- M. Aftermarket chassis allowed must maintain OEM pivot points and measurements.
- N. Numbers are to be assigned by District 38. The numbers for this class will be 1-99.

### **Pro N/A 2000 Class Rules:**

- A. Maximum width 80"
- B. Maximum wheelbase 135".
- C. Maximum tire size 35" as labeled on sidewall.
- D. Engine size 2000cc limit, Naturally Aspirated.
- E. No Internal motor modifications, no turbo or superchargers allowed.
- F. Must maintain the OEM center case from a production UTV, no car motors.
- G. Must maintain OEM UTV transmissions and 4-wheel drive differentials from a production UTV or aftermarket manufacturer.
- H. Aftermarket shock absorbers and bumps stop allowed.
- I. Secondary suspension allowed.
- J. Must maintain UTV appearance.
- K. Fuel cells are recommended.
- L. Aftermarket roll cages are recommended, providing OEM material specifications, or better are used and OEM mounting locations are maintained. Safety equipment upgrades are permitted such as frame reinforcements.
- M. Aftermarket chassis allowed must maintain OEM pivot points and measurements.

- N. Numbers are to be assigned by District 38. The numbers for this class will be 500-599

#### Pro Stock Class Rules:

- A. Maximum width 74"
- B. Maximum wheelbase 135"
- C. Maximum tire size 33" as labeled on the sidewall.
- D. Engine size 1000cc limit, Naturally Aspirated only.
- E. No internal motor modifications.
- F. Must maintain OEM motor and frame from production UTV.
- G. Must maintain OEM UTV transmission and 4-wheel drive differentials from a production UTV.
- H. Single shock per corner no mechanical bump stops. Must maintain the OEM shocks. Springs and valving are the only modifications allowed. Must run the same brand of shock absorbers as sold by the manufacturer.
- I. Must maintain UTV appearance.
- J. Fuel cells allowed must not exceed 12 gal. No dry brake systems.
- K. Aftermarket roll cages are recommended, providing OEM material specifications, or better are used and OEM mounting locations are maintained. Safety equipment upgrades are permitted such as frame reinforcements.
- L. **No modifications allowed unless otherwise stated.** The following limited items can be changed or added: Tires, wheels, tie-rods, skid plates, bumpers, flashed OEM ECU, exhaust, air box. OEM clutches required, any combination of helix, springs or weights permitted. Steering box can be replaced with OEM equivalent not to exceed OEM specifications.
- M. **Must use stock suspension parts only-** materials can be added to reinforce factory units. Dimensions must remain the same as stock. Ball joints may be of any manufacture. Sway bars may be removed but must remain stock if retained. Aftermarket radius rods are allowed but must match OEM specs, must retain stock pivot points and frame rails. A-arms must remain stock, reinforcements are allowed. **YOU MUST GET APPROVAL IN WRITING FROM THE DISTRICT STEWARDS PRIOR TO MAKING ANY MODIFICATIONS TO THE STOCK PARTS AND SHOWING UP TO RACE THE "STOCK CLASS".**
- N. Numbers are to be assigned by District 38 and the numbers for this class will be 100-199

### Pro Production N/A Class Rules:

- A. Maximum width 80".
- B. Maximum wheelbase 135"
- C. Maximum tire size 33" as labeled on sidewall.
- D. Engine size 1000cc limit, Naturally Aspirated only.
- E. Internal motor modifications are permitted if it does not increase engine displacement.
- F. Must maintain OEM motor and matching frame from production UTV.
- G. Must maintain OEM UTV transmission and 4-wheel drive differentials from production UTV.
- H. Single shock per corner, no mechanical bump stops. Suspension changes are permitted if they use the OEM pivot points.
- I. Must maintain UTV appearance.
- J. Fuel cells are allowed.
- K. Aftermarket roll cages are recommended, providing OEM material specifications, or better are used and OEM mounting locations are maintained. Safety equipment upgrades are permitted such as frame reinforcements.
- L. Numbers are to be assigned by District 38. The numbers for this class will be 200-299

### Pro Production Turbo Class Rules:

- A. Maximum width 80"
- B. Maximum wheelbase 135"
- C. Maximum tire size 33" as labeled on the sidewall.
- D. Engine size 1000cc must maintain OEM turbo and ECU.
- E. No internal motor modifications
- F. Must maintain OEM motor and matching frame from production UTV.
- G. Must maintain OEM UTV transmissions and 4-wheel drive differentials from production UTV.
- H. Single shock per corner, no mechanical bump stops. Suspension changes permitted if they use OEM pivot points.
- I. Must maintain UTV appearance.
- J. Fuel cells are allowed.
- K. Aftermarket cages are recommended, providing OEM material specifications, or better are used and OEM mounting locations are maintained. Safety equipment upgrades are permitted such as frame reinforcements.
- L. This is a turbo only class. **NO Naturally Aspirated Motors.**
- M. Numbers are to be assigned by District 38. The numbers for this class will be 300-399.

### **Sportsman Class Rules:**

- A. Maximum width 74"
- B. Maximum wheelbase 135"
- C. Maximum tire size 33" as labeled on the sidewall.
- D. Engine size 1000cc limit must maintain OEM turbo or be normally aspirated with OEM ECU only.
- E. No internal motor modifications.
- F. Must maintain OEM motor and matching frame from production UTV.
- G. Must maintain OEM UTV transmission and 4-wheel drive differentials from a production UTV.
- H. Single shock per corner, no mechanical bump stops, Suspension changes are permitted if they use the manufacture pivot points, mounting location and geometry.
- I. Must maintain UTV appearance.
- J. Fuel cells allowed not to exceed 12 gal. No dry brake systems.
- K. Aftermarket roll cages are recommended, providing OEM material specifications, or better are used and OEM mounting locations are maintained. Safety equipment upgrades are permitted such as frame reinforcements.
- L. This class is allowed to change drivers.
- M. There is no pay out in this class, but you can earn points towards the class championship. (Points earned in this class are not transferable)
- N. Numbers are to be assigned by District 38. The numbers for this class will be 400-499.

### **ARTICLE III. REQUIRED EQUIPMENT (for all classes)**

#### **Section 1. Vehicle Equipment**

- A. Production UTV is a manufacturer (i.e., Yamaha, Honda, Kawasaki, Textron, Can-am Polaris, Speed) that has produced a minimum of 500 production vehicles.
- B. Five-point harness restraints, securely fastened on both occupants at all times. SFI or FIA certified harnesses in good condition are recommended.
- C. Full roll cages are required.
- D. Window/Side nets must be attached using fixed and/or spring lever mechanicals. Low force materials such as zip ties or tape are not allowed.
- E. Doors must be secured with a latch if they are not fully fixed doors. (Factory doors are allowed, however they must be full doors and must be secured with a latch)
- F. Roofs are required. (Factory roofs are allowed however one of the metal constructions is preferred)
- G. Silencer/muffler required.

- H. Two functional 2.5 lbs. fire extinguishers are required. One extinguisher mounted inside the car accessible by driver and/or passenger. The second extinguisher must be mounted on the external frame in a position that is easily accessible by officials outside the vehicle. A built-in suppression system will take the place of the inside fire extinguisher.
- I. Fully functioning kill/off switch clearly marked and easily available for officials to pull or turn. A full battery shut off switch is recommended but the stock key is adequate.
- J. A minimum of two forward facing headlights and one rear facing taillight are required. These lights are required to be on during racing events.
- K. Must have a minimum of one rear facing amber taillight that is to be always on when car is running. Or start 30 seconds after the last row.
- L. You must carry a first aid kit in the car.
- M. If the event is during the evening or night, all cars are required to carry a portable warning/ safety light in case of emergency.

**Section 2. Mandatory Competitors Equipment (for all classes)**

- A. Full faced helmet with shield must be SNELL approved either SA 2015 or SA2020 rated. **No DOT motorcycle helmets.**
- B. Gloves shall meet or exceed SFI 3.3/5 or FIA 8556 or 8856.
- C. Driving Shoes shall meet or exceed SFI 3.3/5 or FIA 8556 or 8856.
- D. Driving suits must meet or exceed SFI 3.2/5 or FIA 8556 or 8856, **OR** a SFI 3.2/1 and undergarment with a SFI 3.3 rating. Two-piece suits are allowed, but must meet 1 piece suit standards.
- E. Head and neck restraint are required and must be worn by all occupants. The head and neck restraint must be SFI 38.1, or FIA 8858 certified.
- F. A Fueler apron and gloves are recommended when fueling cars in the hot pit area.

**ARTICLE IV. PROHIBITED EQUIPMENT (for all classes)**

**Section 1. Vehicle and Safety Equipment**

- A. Fuel can only be carried inside the vehicle's fuel tank.
- B. No Nitrous injection
- C. Vehicles may be tested by officials at any time prior to, during or after the event for prohibited equipment.
- D. No Karting suits or motorcycle gloves
- E. No DOT helmets.



## ARTICLE V. STARTING PROCEDURES

**Section 1.** A mandatory drivers meeting will be conducted at an event or will be online, check the website for details pertaining to each race. If conducted at the event, location will be determined by the host club and racers will be advised at time of registration/tech.

**Section 2. The Start:**

- A. The cars will start 4 at a time per row every 30 seconds.
- B. Starting groups will be determined by a live draw which will be announced live prior to the race for the following classes: N/A 2000, Unlimited, Production Turbo, Production N/A. Once the first four classes have started, Pro Stock class is next and then Sportsman class. NO classes will not to be combined in a single row.
- C. Cars will be issued a starting row number during **Tech Inspection**.
- D. Cars will have scoring transponders attached to the left front a-pillar.
- E. Cars will move to the starting line when it is clear.
- F. Banner/Green Flag dropped to commence race for the row on the start line.
- G. Starts will be live engine.
- H. Radio communication: all UTV's are recommended (but not mandatory) to have a racing radio within their car (portable/mobile) for staging for start. Radio channels will be communicated by the hosting club during tech or drivers meetings.
- I. GPS navigation: All UTV's are recommended to be equipped (NOT mandatory)
- J. 15 mph pit road speed limit during the UTV event. No pit bypasses, all cars must pass through pit road.

**Section 3. The Course:**

- K. A marked course is the official route designated by neon arrows, neon ribbon, wrong way markers and blue caution markers. All vehicles must follow this route during the event and be within the marked route at any time unless the course is wide enough to pass. Short coursing is not permitted and could result in a time penalty or disqualification. Course cutting or short coursing is defined as taking a route outside of the marked course for the purpose of shortening the route back to the marked course (e.g. corner cutting). A line parallel to the marked course (withing 150 ft) is not an example of course cutting or short coursing.
- L. Each driver must pass through a designated number of check points. Check points will be clearly identified with entry and exit markers (suitable marking as designated by the promoting club). Check points are controlled speed zones, race vehicles will not exceed 15 mph and there is NO passing between entry and exit markers. Speeding through or missing check points will lead to penalties or disqualification.

## **ARTICLE VI. RACE FINISHES**

- Section 1.** A. The white flag signals the last lap is starting.
- B. The race is complete when you see the checker flag which will be displayed when the first car finishes the required number of laps or time has expired.
- Section 2.** To be considered as having completed a lap, the driver and his machine must cross the plane of the finish line under the machine's own power. Towing is not allowed.
- Section 3.** Teams will be scored in the order of their finish and number of laps completed. It is not always necessary to complete all laps to be considered a finisher. A car can receive points for completing 1 lap (unless otherwise stated in the race flyer). The car must do the entire lap under its own power and stay within the racecourse boundaries if it is safe to do so for the lap to count.
- Section 4.** Impound: After the race, any team requested by a race official must leave their race car at a designated impound area for inspection until released by the race official. Cars that are subject to impound will be put into designated area until the race referee, club president and district official are present to determine the outcome of impound. The driver or team representative will need to be present during the impound to assist in access to any area deemed necessary by race officials.
- Section 5.** All protests must be made once the race is completed and while results are unofficial. Once the results are posted (Official), NO protests can be made.
- Section 6.** A racer must be able to provide their GPS track (gpx, kml,usr file) at the conclusion of the race if they are asked by UTV stewards or race officials to confirm that racer stayed within the marked course or to defend against penalties that may be applied for being outside of the marked course or short coursing. This track must be maintained for up to 8 hrs. after the end of the race.

## **Article VII. Rule violations and Procedures**

### **Section 1: RULE TESTING PROCEDURE**

- A. Width measurements will be checked prior to the start of the race with no passengers in the car and cold suspension. You may make any adjustment to your suspension prior to the measurement. Once the car is set, the measurement will be taken at the outside of the bulge of the front tires, at mid-level on the tire with a district certified jig. The jig must fit loosely and not be pressed over the tire (if the

jig is released it must fall freely to the ground). The driver must be present or team representative.

- B. Tire size will be determined by the manufacturer printed information on the sidewall of the tire.
- C. If there are any procedures for determining a rule violation, it is the sole right and responsibility of the district UTV stewards to make those decisions.
- D. Pit row violations will be enforced by the host club.
  - 1. Speeding will be measured via a radar gun.
  - 2. Other speeding violations may be considered by the host club and/or district officials.
- E. The district can re-classify your vehicle at any time if it is determined that your skill level is higher, and/or your car is not in the proper classification. This reclassification will be done by the UTV stewards and race director.

## **Section 2: PENALTIES**

- A. Equipment violations can result in verbal warning, loss of points for a race, time loss, reclassification and/or forfeiture of finishing position and prize money.
- B. All Protest must be accompanied by a fee of \$100.00 paid to District 38 AMA racing. If you win the protest, the fee will be refunded.
- C. All protests/penalties will be determined by the host race club, UTV Referee and or District 38 UTV committee.
- D. Unauthorized driver changes in Pro-class will result in a loss of laps after the change was made.
- E. Any entrant, respective pit crews or support crews seen or reported traveling on the course, in other than race-registered vehicles participating in the event, before the end of the official race time limit may subject entrant to penalties of up to and including disqualification and/or suspension. There is no outside assistance permitted on the course or near the course during the event except for those District 38 designated areas set-aside for pits and/or gas stops. District 38 retains the right to assess each situation and respond accordingly. (Situations involving safety are at the discretion of the race director and/or club officials).
- F. All penalties will be issued by the club and reviewed by the UTV stewards. Appeals to any penalties must be made to the district stewards prior to the end of the racing season.
- G. Speeding on pit rows will be a 5 min penalty for each occurrence.

- H. Short coursing or course cutting will be a minimum 5 min to 15 min penalty for each occurrence up to disqualification.
- I. Missed check point will be a 15 min penalty for each occurrence up to disqualification.
- J. Failure to provide GPS track penalty will be loss of 1 lap.
- K. Intentional or deliberate contact with other race vehicles will result in loss of lap and up to disqualification.

**Any questions regarding the rules please contact your UTV steward or a District Representative.**

**Revised 1/24/2025**