



2024

UTV/SXS Racing Rules & Conduct

Live updated version found at on <https://ammcracing.org> No "Printed Rule Books" will be considered official unless it is a printed and held by an AMMC Race Official.

Rules subject to change up to the first race week. Any rule changes after race day will be posted and announced. All rules are at race directors' discretion and may be subject to change at any notice.

AMMC UTV/SXS Racing Code of Conduct

To ensure that **AMMC RACING** events are healthy and positive, this Code of Conduct sets forth conditions that Racers, Pit Crew and Families representing **AMMC RACING** are expected to follow and promote.

It is our intent to have **AMMC RACING** represented in a positive manner with sportsmanship and fair play guiding all of our racers on the track and in the pits. In the event that racers cannot or **will not** uphold these conditions, those racers could face race **SUSPENSION** or **DISQUALIFICATION** for the season from **AMMC RACING** events by the officers of this club.

1. Be knowledgeable of **AMMC RACING** rules and regulations and follow them.
2. Racers and Pit Crew will conduct themselves in a manner that represents good sportsmanship and fair play at all times.
3. No rider, family or pit crew may be in possession of or under the influence of alcohol, marijuana or illegal drugs of any nature before or during an AMMC event.
4. Tabaco smoking and/or Vaping will not be allowed in the staging area/pits and/or surrounding track.
5. Do not deliberately cut off, block or run into other racers during practice or races.
6. No rider shall at any time ride in a manner that endangers his/her safety, the safety of other riders, officials or the public.
7. Racers and Pit Crew must refrain from foul language at all times during all AMMC events.
8. Unnecessary trouble or unsportsmanlike conduct displayed by a rider, the rider's family or crew makes that rider subject to disqualification for the heat, day, or series as determined by the Director or Board.
9. Racers and Pit Crew are responsible for displaying good sportsmanship in winning and losing.
10. Racers and Pit Crew will treat all equipment (theirs and others) in the proper manner.
11. Racers, Pit Crew and/or family will not show or exhibit derogatory conduct toward any race officials before, during or after the races.
12. Racers and Pit Crew are NOT allowed to approach any race officials or flaggers on any calls. Any issues must be taken up with the "Race Director".
13. Pit Crew Members, Friends, Family may not interfere with any racing on the track.
14. No Pets will be allowed on any course or designated pit area during an AMMC event. All pets must be leashed.
15. Every rider and all persons participating in, or in any way connected with any race, will be bound by these rules for competition. For clarification of any rule, see the Race Director.

Sportsmanship

The number one goal is good sportsmanship. Your racers must respect the board members, flaggers, other parents and the other racers at all times. We have a no tolerance policy for bad sportsmanship.

We expect positive behavior. You may not always agree with the board members, and that is okay, but we ask that disagreements be handled appropriately. Please talk to the board members if you are having an issue. Don't scream and yell at the lap counters, flaggers, pit boss, or any of the volunteers, this can cause you to be removed from the pits. Everyone gets heated from time to time. If this happens during the season, please allow yourself a 24-hour cooling off period before approaching the staff. We all want what is best for the races so please come to us with a willingness to hear our side and work through the issue/s and we will do the same. Everyone makes mistakes from time to time, **remember we are all volunteers.**

General Rules:

1. Racer must be 8 years of age or older. (See age limits for each class) (Minors must have parents present at all times on race day)
2. Racer Number mandatory on both sides of UTV, Clear and visible. Black Numbers on a White background, or vice versa. 8.5"x11" minimum.
3. No Hot Fuelling, UTV must be shut off.
4. Classes may be combined at the discretion of AMMC Racing. The combining of classes is for the sole purpose of allowing entrants to race. Entrants will be eligible for position money of the combined class and will be awarded points in their respective classes.
5. The Race Directors shall have the authority to penalize, disqualify and/or suspend any entrant for violations of vehicle technical rules.
6. Deliberate abusive bumping shall be reason for penalty, disqualification and/or suspension at the discretion of the Race Directors.
7. All youth parents are required to volunteer as track support as needed on race day, no exceptions.
8. Each class must have a minimum of three racers to start the class for season points. If there are less than three the class will run as a non-points class.
9. UTV racers racing in any PRO Class, if racing up must move to the next PRO Class. A PRO class UTV cannot race in a Stock class. (ALL Moves must be approved by the AMMC Race Director).

Mandatory Safety Equipment

1. Helmet: DOT and or Snell/ECE 22.05, **Helmet must be strapped at all times while sitting in machine.**
2. Eye Protection
3. Certified Neck Brace/Support
4. Gloves
5. Lower half side door protection mandatory
6. All UTVs are required to have protective webbing located over driver's window. Single seat UTV requires protective webbing on both sides. Must cover complete open area of side window opening. Must be safely attached to UTV. Contact UTV director for further specifications,
7. All UTVs are required to have a metal or plastic Roof.
8. Side mirrors or rear-view mirror optional.
9. At least 4 point seat harness mandatory
10. Tail lights with working brake light and/or Chase bar, and headlights mandatory.
11. No full windshields allowed, half only allowed.
12. On board mounted Fire Extinguishers mandatory.

Tires and traction

1. No Automotive DOT tires allowed. UTV tires only
2. Any size allowed, Aftermarket UTV tires allowed
3. All UTVs are required to have added traction as the below allows
 - (1) Maximum number of studs allowed is Unlimited.
 - (2) Automotive studs with center carbide (#12 - #17), "Grip Studs", or Kold Cutter Style Traction screws with a maximum head height of 12mm allowed. Consult the UTV Race Director for further questions.
4. Grooving or Siping of UTV tires is allowed.

Registration

1. Entry Fees:
 - a. ProTurbo, Pro NA, and Unlimited \$150.00
 - b. Stock Improved NA \$75.00
 - c. Stock Turbo, Stock NA, Women's \$50.00
 - d. Youth/Juniors \$50.00
 - e. Utility \$50.00

2. **Entry requirements** - In order to compete in an AMMC Racing event, a participant must complete and submit an official entry online for each event. Pre-registration is highly recommended for all competitors. Online registration will be at https://ammc.raceday.pro/sign_in. Registration will also be open at race location prior to the start of the drivers meeting. ALL drivers must also sign the online waiver, code of conduct, acknowledgment of these rules prior to any event.
3. **Late Entries** - In the event of an entry submitted after the specified deadline, AMMC Racing may accept the late registration with a late fee.
4. **Refund policy** - All refunds must be requested 24hrs prior to the event. Once a race vehicle enters the course, whether for practice or competition, a refund will not be issued.

General Competition Rules:

1. A competitor may receive a penalty for any of the following listed below.
 - a. Intentional contact on the approach to a jump that results in a race vehicle leaving the jump in an unsafe manner.
 - b. Heavy contact.
 - c. Light contact that is maintained: both parties must try to detach or break contact immediately.
 - d. When one race vehicle forces another race vehicle outside of, or off the competitive racing surface.
 - e. If a race vehicle makes more than one consecutive defensive move.
 - f. Driving through another race vehicle.
 - g. Not reducing speed when a spin, crash or other incident is happening in front of your race vehicle.
 - h. Not reducing speed when not on the racing surface.
 - i. If there is intentional contact made at any time other than under green flag (racing) conditions.
 - j. If more than one warning for the same offense is given during the same race to the same race vehicle.
 - k. Cutting the course
 - l. Not holding your line
 - m. Aggressive Driving
2. Reckless Driving in any such manner will not be tolerated and may result in disqualification. Reckless driving may include deliberate ramming, blocking, or intentional contact with another team or competitor.
3. Aggressive Driving – when one race vehicle forces another race vehicle outside of, or off the competitive racing surface, will be considered Aggressive Driving. If a race vehicle makes more than one Aggressive Driving move, that driver may be penalized or disqualified for that event.
4. If a race vehicle makes heavy contact or fails to leave room on the competitive racing surface while making an aggressive driving move, a black flag (penalty) is given, that race vehicle will be scored in last position of the last lap that it completes. If the penalized contact or act results in another race vehicle losing positions or not finishing the race, an additional penalty will also be extended to one or more of the following, a points loss, fine, and or next race starting position penalty.
5. All competitors are responsible for their actions as well as the actions of their entire race team/pit crew.
6. The posted Speed Limit within any area except the actual racecourse is 5 mph.
7. If a competitor leaves the racecourse for any reason, they must re-enter where the vehicle left the course slowly and safely, in order to continue the race.
8. While we strive to create a great spectator experience, the racecourse is closed to spectators, pit crew, photographers (without credentials or approval from AMMC Team Members) or anyone trying to enter the course that is not a competitor. There will be plenty of spectator viewing areas.
9. Internal Radio communication is permitted between drivers/passengers in the same UTV/SXS and their respective pit crews/spotter. No communication is allowed from race UTV/SXS to race UTV/SXS, while on the track at the same time.
10. Driver Medical Attention – if a competitor requires medical attention, by track or other medical teams if available, 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.

11. If a driver loses consciousness at any time during an event, the driver cannot compete and must be cleared by a doctor before returning to competition.
12. Unsportsmanlike Conduct – Any participant found by AMMC Racing officials to be engaging in unsportsmanlike behavior or any inappropriate behavior that affects the orderly conduct of an event, the interests of off-road racing, or AMMC Racing will receive a penalty. This includes any aggressive action toward an AMMC Racing official by participant including arguing, yelling or raising your voice when talking to an official, or touching the official in any physical way. Drivers are always solely responsible for the actions of all team members and in the event that a team member shows Unsportsmanlike Conduct, AMMC Racing officials may penalize the driver for the actions of the team member in addition to any penalty to the team member for his/her actions.
13. Repeat offenses – any participant found by AMMC Racing officials to be engaged in any repeat offense of any technical violation or any other action that causes the AMMC Racing officials to impose any penalty to the driver or team will see the penalty more than double on the second offense for the same action or violation. In the event that any participant is found repeating any offense for a third time the participant may be removed from the event and put on suspension solely at the discretion of the AMMC Racing Director. This is including negative comments or posts on any/all social media platforms such as Facebook/Instagram.
14. 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 may be placed on indefinite probation and the Series may impose additional disciplinary sanctions given the severity of the offense.
15. Vehicular Acts of Aggression - In the event that AMMC Racing 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 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 AMMC Racing and may carry further extreme penalty 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 AMMC Racing will exercise the right to allow the local authorities to deal with the situation within all limits of the law.
16. General Scope of Penalties – Penalties for violation of AMMC 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 AMMC Racing. Penalties may include, but are not limited to: disqualification, probation, fines, or loss of series points.
17. ROLL OVER PROCEDURE/ RECOVER AND ASSIST/ Caution Zone: 1. If a vehicle is flipped over, it is at the discretion of the driver to remove his or herself from the vehicle and assist the AMMC Racing official in rolling the vehicle over. If a driver does not exit the vehicle there will not be a penalty assessed. Any variance to this will be discussed at the drivers meeting.
18. During any process where AMMC Racing staff are on the race course to recover or assist another race vehicle, the 100 feet before and 50 feet after are considered a safe zone (Please refer to Yellow Flag Caution).
19. The max speed in the caution area is 25mph. Drivers cannot gain on or improve position on other racers in this area. Any violation of this safety zone will mean automatic penalty and or disqualification of the racer.
20. If race vehicle needs to be towed, it is the driver's responsibility to make sure tow hook is in place and in working condition. During a tow or assistance, AMMC Racing staff is not responsible for any damage to the vehicle. If you are towed off the track, your race is finished and you are unable to return to the race course.
21. Driver may refuse AMMC Racing staff assistance in towing or flipping vehicle if vehicle is located safely off the racecourse and is not in the way to affect the current race. If driver refuses assistance, you must exit the vehicle and track in a safe manner and leave vehicle until the event is finished.

Protest

1. The AMMC Race Director, with or without protest, has the right to penalize, fine, disqualify, and/or suspend any vehicle or entrant for violation of any rules or regulations. Every situation is different and will be treated as such.
2. The right to protest shall rest only with any competitor taking part in the competition in question. This competitor may protest anything which is considered a violation of these rules.

3. If a competitor believes that another competitor has or will obtain a significant unfair competitive advantage due to modifications to the race vehicle, he/she can file a protest. The protest must be made in writing and presented within 30 minutes after the end of the race accompanied by cash of at least \$500 or more depending on what is needed to test said alleged infraction.
4. A competitor is only allowed to protest 1 competitor that finished ahead them.
5. The race official shall determine whether the matter is a viable protest, and if so, shall decide the protest as promptly as possible and shall inform the parties to the protest of the decision. In deciding the protest, the Race Director may take whatever action deemed appropriate to further the interest of fairness. Such action includes, but is not limited to, revising official race results, imposing penalties, adjusting points, or taking no action.
6. Any entrant who has an official protest lodged against his/her race vehicle must submit to an inspection of the protested items. Failure to submit to inspection will result in automatic disqualification and/or suspension. Those attending the inspection(s) will be as follows: the protester or their designated representative, the protested competitor or their designated representative, AMMC Race Officials. No other person is allowed.
7. If the result that the accused is in violation of the rules, the protest fee will be returned to the protester. If the protest is not sustained, the protest fee will be forfeited to AMMC Racing and the competitor may be compensated for cost incurred in connection with the protest by AMMC Racing out of the protest fee.

Scoring, Race Format, Teams

All classes will run a three race format, with two heats and a main, with a land rush style start, with a set number of laps, with finishing position from heat one determining starting position for heat two. Main starting order will be based on points from both heats. Number of laps will be determined at each event. All points acquired from the day's event go towards year end point standings.

1. All drivers who take the checker flag UNDER POWER (no pushing across) will receive a score, regardless of the number of laps they have completed. Driver's which complete over 1 Lap per Heat but are unable to take the checker flag UNDER POWER will also receive a finish position.
2. There are several flags throughout the race course.
 - a. **Green** - The start of the race.
 - b. **Yellow** - Caution flag to signify a disabled racer or obstruction on the course. SLOW YOUR SPEED IMMEDIATELY. 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, etc.
 - c. **Red** - Stops the race if there is a problem on the track.
 - d. **Blue** - Shown to lapped riders to warn them to move over as they are being overtaken by the leaders.
 - e. **White** - The white flag signifies one lap to go.
 - f. **Checker** - The race is over.
 - g. **Black** - The black flag is driver specific and if waived signifies to the driver to exit the track immediately. The driver may have something wrong with the vehicle, or a penalty.
3. A tie for a single race will be broken using the last heat of the day. Whomever finishes with more points in the last heat will place higher than the other overall.
4. 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.

5. Points per heat & Main awarded by finishing position as shown below

Place	Points
1	15
2	12
3	10
4	9
5	8
6	7
7	6
8	5
9	4
10	3
11	2
12	1

Team/Alternate Driver (OPTIONAL)

1. AMMC Racing will allow 2 person teams or alternate driver to compete in the 2024 season.
2. Points will only be awarded to the team captain (Driver#1) and standings will only show team captain's name. (Results will show who raced for the team)
3. Only one driver from the team is allowed to compete at any given event in the team's class. (i.e.; no set of teammates can be on the track at the same time competing in the class the team is signed up in.)
4. Both Team members must be registered before the start of the season. Both Team members must have current AMMC and Lions memberships. (i.e.; team-mates cannot be added to a single driver after the first race entered.)
5. Year-end pay-outs will be awarded to the team captain (Driver #1), no split pay-outs. Individual event payout will be given to the driver of the event.
6. Alternate driver must compete in a minimum of 2 events.

Start Procedure

1. Driver's Meeting will be conducted at a designated driver's meeting area and is mandatory for every competitor and co-driver. We will discuss track conditions, staging procedure, flagging, and any other pertinent information that is necessary for the event.
2. Race vehicles must be in the staging area thirty minutes prior to the beginning of the race.
3. **Starting Positions** – Heat race starting positions for the first heat will be determined by random drawing following the racers meeting. For single row starting positions following the first heat will be based on finishing position of prior heat. For dual row starting following the first heat, starting positions will be reverse (only if 2 rows of vehicles at start are needed due to class size). Finishing position in heat races will determine starting position for the main. Heats and Main event starts will be a land rush start. Drivers who do not draw or registered after the close of registration of an event will be placed at the back of the field.
4. Depending upon number of entries in the class, each class may be split into two or more heats.
5. Late vehicles may start after the green flag, only with permission from an AMMC Racing official.
6. The UTV/SXS that a competitor leaves the starting line with is the official UTV/SXS for that heat/main and may not be switched at any time during that race unless approved by the AMMC Race Director.
7. The racetrack will have a designated start area marked by start line and designated end of start area line (the start box). ON any start or re-start the Race official will start the race on the waving of the Green Flag.
8. No competitors are permitted to start the race until the Race Official waves the Green Flag. If you start moving before the Green Flag has been waived, Penalties and/or Red Flag restart will be waived. Penalties to be assessed by Race Official. When a caution is called, the driver responsible for the caution will be placed at the back of the pack. Multiple vehicles may be charged with a caution.
9. In the event of a full caution before one lap is completed, we will have a full restart, Red Flag.
10. Race Halt – AMMC Race officials may stop a race at any time the track is deemed unsuitable for racing. Under adverse conditions, a race may be called official after 50% of the laps have been completed, or if any race is halted due to exceeding the allowed time limit for that race, at the race director's discretion.
11. When a race is halted prior to the completion of one lap, there shall be a complete restart in the original starting position.
12. When a race is halted after the completion of one lap, vehicles will line up in the order in which they were running at the completion of the last full lap before the halt.
13. When an event is halted due to adverse circumstances prize money shall only be paid for the races completed. AMMC Racing may reschedule the event to a mutually agreeable date. In that case, the incomplete races would be finished first.
14. Race Start/Finish Line – The official race start line will be indicated at each event during pre-race driver's meetings. The start line may be different from the finish line. All races will run until the checker flag is shown to the leader.

The Course

1. The courses will be marked with Cones and snow berms as available to ensure the direction/layout of the course. No exiting the courses, unless it's due to a mechanic/safety situation. Please check your surroundings to make sure it is safe to exit in the event of an emergency.
2. Pre-Race course practice is available prior to the event on race day.
3. Marking, cutting, tampering or otherwise changing the course in any manner is strictly prohibited. Course modifications may only be marked by an official.
4. Stay between all marked cones and snow berms. Any racer found deliberately cutting the course or not staying between arrows will result in a penalty.

Racing Classes

STOCK N/A UTV

The Stock N/A UTV class vehicles are built using production UTV's, manufactured by registered companies, i.e. Yamaha, Polaris, Can-Am, Artic Cat, Honda, Kawasaki that issues Vin #'s.

Drive

1. Manufacturers or OEM equivalent housing for transmission and drive train must be retained. OEM gearing and OEM specs must be retained.
2. Stock OEM clutches must be used, Clutch Kits are allowed.

Engine

1. Manufacturer's engine must be retained. Maximum engine size is 1000cc.
2. No Full Exhausts will be allowed, only Slip-on Exhausts.
3. All OEM engine electronics must be used. No tunes or flashed ECU's allowed. Stock tuning only. **Note: Honda stock cars are allowed to have the launch control tune. Must be verified by race official.

Body/Chassis

1. Manufacturer's body, chassis combination, and seat configuration must be retained.
2. Must use hood, grill, front and rear fenders from the UTV.

Suspension

1. All A-Arm/Control Arm/Trailing arm mounting points must retain position on the frame, as delivered from the manufacturer. Suspension mounting points may be reinforced for strength, must maintain stock width. No widening kits allowed.

NOTE: Due to supply chain issues after-market clutches will be allowed.

STOCK IMPROVED N/A UTV

The Pro UTV production class vehicles are built using production UTV's, manufactured by registered companies, i.e. Yamaha, Polaris, Can-Am, Artic Cat, Honda, Kawasaki that issues Vin #'s.

Drive

1. Manufacturers or OEM equivalent housing for transmission and drive train must be retained.
2. Stock OEM clutches must be used, Clutch Kits are allowed

Engine

1. Manufacturer's engine must be retained. Maximum engine size is 1000cc.
2. All OEM engine electronics must be used.
3. Full Exhausts will be allowed.
4. All OEM engine electronics must be used. OEM ECU's may be flashed.

Body/Chassis

1. Manufacturer's body, chassis combination, and seat configuration must be retained.
2. Must use hood, grill, front and rear fenders from the UTV.

Suspension

1. All A-Arm/Control Arm/Trailing arm mounting points must retain position on the frame, as delivered from the manufacturer. Suspension mounting points may be reinforced for strength, must maintain stock width. No widening kits allowed.

NOTE: Due to supply chain issues after-market clutches will be allowed.

STOCK UTILITY UTV

The Stock N/A UTV class vehicles are built using production UTV's, manufactured by registered companies, i.e. Yamaha, Polaris, Can-Am, Artic Cat, Honda, Kawasaki that issues Vin #'s.

Drive

1. Manufacturers or OEM equivalent housing for transmission and drive train must be retained. OEM gearing and OEM specs must be retained.
2. Stock OEM clutches must be used, Clutch Kits are allowed.

Engine

1. Manufacturer's engine must be retained. Maximum engine size is 1000cc.
2. No Full Exhausts will be allowed, only Slip-on Exhausts.
3. All OEM engine electronics must be used. No tunes or flashed ECU's allowed. Stock tuning only. **Note: Honda stock cars are allowed to have the launch control tune. Must be verified by race official.

Body/Chassis

1. Manufacturer's body, chassis combination, and seat configuration must be retained.
2. Must use hood, grill, front and rear fenders from the UTV.

Suspension

1. All A-Arm/Control Arm/Trailing arm mounting points must retain position on the frame, as delivered from the manufacturer. Suspension mounting points may be reinforced for strength, must maintain stock width. No widening kits allowed.

NOTE: Due to supply chain issues after-market clutches will be allowed.

PRO N/A PRODUCTION UTV

The Pro UTV production class vehicles are built using production UTV's, manufactured by registered companies, i.e. Yamaha, Polaris, Can-Am, Artic Cat, Honda, Kawasaki that issues Vin #'s.

Drive

1. Manufacturers or OEM equivalent housing for transmission and drive train must be retained.
2. Aftermarket clutches are allowed, Clutch kit allowed

Engine

1. Manufacturer's engine must be retained. Maximum engine size is 1000cc.
2. Full Exhausts will be allowed.
3. All OEM engine electronics must be used. ECU's may be flashed. Aftermarket ECU's are allowed.
4. Internal engine modifications are allowed, including big bore kits, valving, porting, etc.

Body/Chassis

1. Must use hood, grill, front and rear fenders from the UTV.
2. Frames cannot be cut to be lengthened or shortened.

Suspension

1. All shock mounting points/locations may be moved, but all A-Arm/Control Arm/Trailing arm mounting points must retain position on the frame, as delivered from the manufacturer. Suspension mounting points may be reinforced for strength.
2. The max width 80" and is measured from outside of tire to outside of tire at ride height. Width may be checked at any time. Wheelbase can be increased to 8 inches over the stock dimensions. This can only be achieved through the suspension

Safety

1. LED chase bar mandatory

STOCK TURBO UTV

The Stock TURBO UTV class vehicles are built using production UTV's, manufactured by registered companies, i.e. Yamaha, Polaris, Can-Am, Honda, that issues Vin #'s.

Drive

1. Manufacturers or OEM equivalent housing for transmission and drive train must be retained. OEM gearing and OEM specs must be retained.
2. Stock OEM clutches must be used, Clutch Kits are allowed.

Engine

1. Manufacturer's engine must be retained. Maximum engine size is 1000cc.
2. No Full Exhausts will be allowed, only Slip-on Exhausts.
3. All OEM engine electronics must be used. No tune or flashed ECU's allowed.
4. No Turbo modifications will be allowed.

Body/Chassis

1. Manufacturer's body, chassis combination, and seat configuration must be retained.
2. Must use hood, grill, front and rear fenders from the UTV.

Suspension

1. All A-Arm/Control Arm/Trailing arm mounting points must retain position on the frame, as delivered from the manufacturer. Suspension mounting points may be reinforced for strength, must maintain stock width. No widening kits allowed.

Honda & Yamaha Turbo sub section

1. Factory dealer turbo kit only, as furnished.
2. Stock mufflers only
3. Base dealer tune as designed

NOTE: Due to supply chain issues after-market clutches will be allowed.

PRO TURBO PRODUCTION UTV

The Pro Turbo production class vehicles are built using production Turbo UTV's, manufactured by registered companies, i.e. Polaris, Can-Am, Yamaha, Honda that issues Vin #'s.

Drive

1. Manufacturers or OEM equivalent housing for transmission and drive train must be retained.
2. Aftermarket clutches are allowed, Clutch kits allowed

Engine

1. Manufacturer's engine must be retained. Maximum engine size is 1000cc.
2. Full Exhausts will be allowed.
3. All OEM engine electronics must be used. ECU's may be flashed. Aftermarket ECU's are allowed.
4. No Internal engine modifications are allowed. *Upgraded head studs are allowed.
5. Internal Turbo upgrades only, must retain stock turbo
6. Air filter, Charge tubes, Injectors Open

Honda & Yamaha Turbo sub section

1. Factory dealer turbo housing must be retained.
2. Full exhausts allowed
3. Tuning allowed

Body/Chassis

1. Must use hood, grill, front and rear fenders from the UTV.
2. Frames cannot be cut, lengthened or shortened.

Suspension

1. All shock mounting points/locations may be moved, but all A-Arm/Control Arm/Trailing arm mounting points must retain position on the frame, as delivered from the manufacturer. Suspension mounting points may be reinforced for strength.
2. The max width 80" and is measured from outside of tire to outside of tire at ride height. Width may be checked at any time. Wheelbase can be increased to 8 inches over the stock dimensions. This can only be achieved through the suspension

Safety

1. LED chase bar mandatory

UNLIMITED PRODUCTION UTV

The Unlimited production class vehicles are built using production UTV's, manufactured by registered companies, i.e. Polaris, Can-Am, Yamaha, Honda, Arctic Cat, Kawasaki that issues Vin #'s.

Drive

1. Aftermarket transmissions, diffs, and all other drive components allowed
2. Aftermarket clutches are allowed, Clutch kits allowed

Engine

1. Maximum engine size is 2000cc.
2. Motorcycle, Snowmobile or UTV engine must be used. No car engines allowed.
3. Turbo chargers and superchargers are allowed
4. Full Exhausts will be allowed.

Body/Chassis

1. Full custom chassis are allowed based on reuse of lower most chassis assembly.

Suspension

1. The max width 80" and is measured from outside of tire to outside of tire at ride height. Width may be checked at any time. Wheelbase can be increased more than 8 inches over the stock dimensions.

Safety

1. LED chase bar mandatory

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

This class is specifically for Women only, ages 16 and up.

The Stock N/A UTV class vehicles are built using production UTV's, manufactured by registered companies, i.e. Yamaha, Polaris, Can-Am, Arctic Cat, Honda, Kawasaki that issues Vin #'s.

Drive

1. Manufacturers or OEM equivalent housing for transmission and drive train must be retained. OEM gearing and OEM specs must be retained.
2. Stock OEM clutches must be used, Clutch Kits are allowed.

Engine

4. Manufacturer's engine must be retained. Maximum engine size is 1000cc.
1. No Full Exhausts will be allowed, only Slip-on Exhausts.
2. All OEM engine electronics must be used. No tunes or flashed ECU's allowed. Stock tuning only. **Note: Honda stock cars are allowed to have the launch control tune. Must be verified by race official.

Body/Chassis

1. Manufacturer's body, chassis combination, and seat configuration must be retained.
2. Must use hood, grill, front and rear fenders from the UTV.

Suspension

1. All A-Arm/Control Arm/Trailing arm mounting points must retain position on the frame, as delivered from the manufacturer. Suspension mounting points may be reinforced for strength, must maintain stock width. No widening kits allowed.

NOTE: Due to supply chain issues after-market clutches will be allowed.

WOMENS TURBO (UTV engines limited to 1000cc maximum)

This class is specifically for Women only, ages 16 and up.

The Stock TURBO UTV class vehicles are built using production UTV's, manufactured by registered companies, i.e. Yamaha, Polaris, Can-Am, Honda, that issues Vin #'s.

Drive

1. Manufacturers or OEM equivalent housing for transmission and drive train must be retained. OEM gearing and OEM specs must be retained.
2. Stock OEM clutches must be used, Clutch Kits are allowed.

Engine

1. Manufacturer's engine must be retained. Maximum engine size is 1000cc.
2. No Full Exhausts will be allowed, only Slip-on Exhausts.
3. All OEM engine electronics must be used. No tune or flashed ECU's allowed.
4. No Turbo modifications will be allowed.

Body/Chassis

1. Manufacturer's body, chassis combination, and seat configuration must be retained.
2. Must use hood, grill, front and rear fenders from the UTV.

Suspension

1. All A-Arm/Control Arm/Trailing arm mounting points must retain position on the frame, as delivered from the manufacturer. Suspension mounting points may be reinforced for strength, must maintain stock width. No widening kits allowed.

Honda & Yamaha Turbo sub section

1. Factory dealer turbo kit only, as furnished.
2. Stock mufflers only
3. Base dealer tune as designed

NOTE: Due to supply chain issues after-market clutches will be allowed.

YOUTH Production STOCK (Beginner/First Time level Driver)

This class is for ages 8 to 12-year-old Beginner Level competitors only.

1. UTV Polaris RZR 170cc, RZR 200 (180cc), ACE 150. 4-Stroke Single Cylinder, 169cc/180cc, Carbureted/EFI engine.
2. This class intended for beginners, with only safety items required.
3. Displacement: Engine modifications or transmission modifications of any kind are not permitted. Exception: Transmission/ Pinion support bracket is allowed.
4. Intake: Must remain stock, no modifications allowed. Stock air intake system required including air box with stock type air filter. Aftermarket stock type air filter element allowed.
5. Final Drive gearing, specifically the front or rear sprocket, may be changed.
6. All vehicles must use stock engine cases and cylinder head. All vehicles must use the same fuel delivery system as stock and designed by the OEM. Throttle body/injector or carburetor must be stock (OEM).
7. Clutching: clutching changes or components is allowed.
8. Aftermarket Exhaust systems are NOT allowed. Stock ECU required. No aftermarket ECU's allowed. No piggyback fuel tuners allowed.
9. Aftermarket roll cage, nerf bars, front/rear bumpers are allowed and are recommended.

10. Aftermarket wheels & tires are allowed.
11. 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.
12. Brakes must be stock and functional as delivered from the manufacturer, e.g., Polaris 170 (2) front calipers and (1) rear caliper.
13. Manufacturer plastics must not be removed, with the exception of the rear bed cover. Any other Weight removal is NOT allowed.

YOUTH LIMITED (9y/o – 13y/o) (Novice – Expert level Driver)

This class is for ages 9 to 13-year-old Novice to Expert level competitors only.

1. UTV Polaris RZR 170cc, RZR 200, 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 cryotreating, 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. EXC- Please see Addendum on final page for clarification regarding 170cc-180cc upgrade.
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. Rear firewall is mandatory.
9. Exhaust system, gearing, clutching and ECU programmers can be changed or added. Piggyback fuel tuners are allowed.
10. 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.
11. Aftermarket roll cage, nerf bars, front/rear bumpers are highly recommended.

YOUTH 250 MODIFIED (Novice – Expert level Driver)

This class is for 8 to 13-year-old Novice to Expert Level competitors only. *Must have 1 year prior experience unless approved by Race Director.

1. UTV Polaris RZR 170cc, RZR 200, or HiSun Strike 250 Model.
2. YOUTH Production Limited class legal vehicles are permitted to compete in the YOUTH Production Modified class.
3. Engine, suspension, and weight removal modifications are all permitted. Polaris base engine must remain 57mm head bolt spacing.
4. Motor may be modified. This includes head, valves, cam, piston, crank, and throttle body/carburetor.
5. Intake: Modifications are permitted.
6. Exhaust, EFI controller, jetting, intake/air filters, and gearing are allowed.
7. Clutch springs, helix, weights are allowed.
8. Transmission: OEM or Aftermarket transmission modifications are allowed.
9. Aftermarket roll cage, nerf bars, front/rear bumpers are highly recommended.
10. 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.
11. Transmission increased durability parts allowed.

12. Turbochargers and turbo upgrades are not permitted. Nitrous systems are not allowed.

800cc & Under (YOUTH 800 N/A) (UTV equipped with up to an 800cc or less)

This class is for ages 12 and older competitors only. *Must have 1 year prior experience unless approved by Race Director.

1. Displacement: Maximum of up to 800cc.
2. Vehicle eligibility: Any sport UTV up to 800cc is allowed. I.e.: UTV Polaris 570cc/800cc
3. Engine modifications are permitted, but stock center cases, cylinder, and cylinder head must be OEM. Big-Bore kits are allowed for 570cc engines.
4. Stock clutches required. Aftermarket clutch kits, weights, springs, and helixes are allowed. Aftermarket clutches are NOT allowed.
5. Suspension components can be changed, but mounting points cannot be changed.
6. Superchargers/turbochargers or nitrous systems are NOT permitted.
7. Aftermarket skid plates, seats, exhaust, suspension, and wheels are all allowed.
8. Aftermarket roll cage, nerf bars, front/rear bumpers are allowed and are recommended.
9. Maximum width 66"

YOUTH 1K N/A (UTV 1000cc Model)

This class is for ages 14- to 17-year-old competitors only.

• In order to drive in this class at an age less than 14 years old, you must have raced an SXS/UTV for at least 2 years and/or be approved by a race director. Riders in this age category must also present their birth certificate and have a parent or guardian present (with photo ID). All riders under the age of 14 in this group MUST submit a resume to the AMMC Racing Director before being allowed to compete, unless otherwise grandfathered in. This will allow us to help place riders in the class that is most appropriate for them. Resumes do not need to be fancy, just a description of the youth drivers experience and any race results. We are interested in the long-term success of every driver and need to ensure that any minor that intends to participate is prepared for the rigors of racing the 1000cc classes.

1. Displacement: Maximum 1000cc.
2. Engine modifications are NOT permitted.
3. All vehicles must use stock engine cases, cylinder, and cylinder head. This includes head, valves, cam, piston, crank, and throttle body/carburetor. AMMC Racing reserves the right to mark engine blocks prior to any event. Engine displacement may be checked by an AMMC Racing UTV tech inspector at any time.
4. Superchargers/turbochargers or nitrous systems are NOT permitted.
5. ECU flash is permitted along with any aftermarket exhaust.
6. Suspension: All A-arm mounting points must remain in the stock location and position as delivered from the manufacturer, however they may be reinforced for strength. Suspension modification is allowed to OEM shocks, including internal parts, and/or complete aftermarket shocks, that directly bolt to the OEM mounting locations are allowed.
7. Clutching: Stock clutches required. Aftermarket clutch kits, weights, springs, and helixes are allowed. Aftermarket clutches are NOT allowed.
8. Max width 70"
9. You can replace wheels and tires with any alternative.
10. Aftermarket roll cage, nerf bars, front/rear bumpers are allowed and are recommended.



AMMC RACING would like to thank all Racers in advance for helping make this racing season another great!

By signing my name below, I certify that I have read the above attached information. Any questions concerning the above have been discussed. My signature also certifies my understanding of and agreement with the above rules and conducts.

Racer Signature _____ Date ____/____/____

* These conditions can be amended or modified by vote of the officers of **AMMC RACING**.