

### **FOR POWDER PUFF LADIES RACE ONLY**

*\*Rules adopted by DP4 Race Circuit*

**Production SXS Definition** SXS production class vehicles are built using production SXS's, manufactured by registered companies, i.e. Yamaha, Polaris, Can-Am that issues Vin #'s. Companies must produce a minimum of 500 units per year to be accepted. SXS's must have at minimum 2 seats, unless manufactured as a single seat vehicle. OEM engines must be used. Maximum engine size is 1000cc. Must use hood, grill, front and rear fenders from the SXS. The stock center cases must remain for the engine. Stock frame must have stock geometry. All other changes are allowed.

**Production Unlimited SXS Definition** the SXS production Unlimited class vehicles are built using production SXS's, manufactured by registered companies, i.e. Yamaha, Polaris, Can-Am that issues Vin #'s. Companies must produce a minimum of 250 units per year to be accepted. SXS's must have at minimum 2 seats. OEM engines must be used. Maximum engine size is 2000cc. Must use hood, grill, front and rear fenders from the SXS. The stock center cases must remain for the engine. Stock frame must have stock geometry. All other changes are allowed. Stock SXS Definition - The SXS stock class vehicles are built using production SXS's, manufactured by registered companies, i.e. Yamaha, Polaris, Can-Am that issues Vin #'s. Companies must produce a minimum of 500 units per year to be accepted. SXS's must have at minimum 2 seats. OEM engines must be used. Maximum engine size is 1000cc. Must use hood, grill, front and rear fenders from the SXS. All stock suspension mounting points must remain in the stock/OEM location. No motor or transmission modifications may be done, and all motor/transmission mechanical components are to remain OEM and within OEM tolerances for the current model year and same model unit per vin#. Stock frame must have stock geometry. The full factory air intake system from the primary air box housing to the engine must remain stock OEM. The air box lid is to remain as delivered by manufacturer. Stock/OEM exhaust system must be used. Stock/OEM exhaust system cannot be changed nor modified in the stock class. All other changes are allowed.

## **Safety and General Rules for SXS classes.**

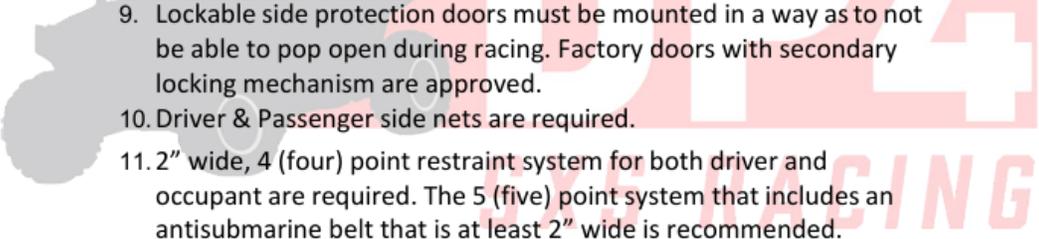
The following SXS Safety and General rules apply to all classes except as noted otherwise.

1. All vehicles must pass technical inspection prior to going to starting line. Failure to do so will result in loss of starting spot.
2. Once a vehicle goes thru technical inspection it is treated as if it has already raced.
3. Failing technical inspection for displacement or the stock class definition will result in DQ. The DQ is for all races prior to that date

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for the current racing season. Further, all race pro purses/contingencies paid at the DQ'd events to said violator must be paid back to DP4 within 10 days.

4. All factory suspension a-arm, trailing arm pivot points must remain in stock location.
5. Nitrous or any other pressurization/injection type system will not be allowed in any class.
6. All vehicles must have two fire extinguishers (one mounted inside of the SXS and one mounted outside for emergency crew access) and or automatic fire extinguishing systems with two nozzles one facing the driver and one facing the engine. Must be readily accessible to the driver and co-driver. Must be mounted with a quick release type mechanism. A first aid kit is required to be stored within the SXS.
7. Aftermarket well-built roll cages made for racing are required. No factory stock roll cages will be allowed. Front Intrusion bars are required.
8. Metal or plastic roof panels are required.

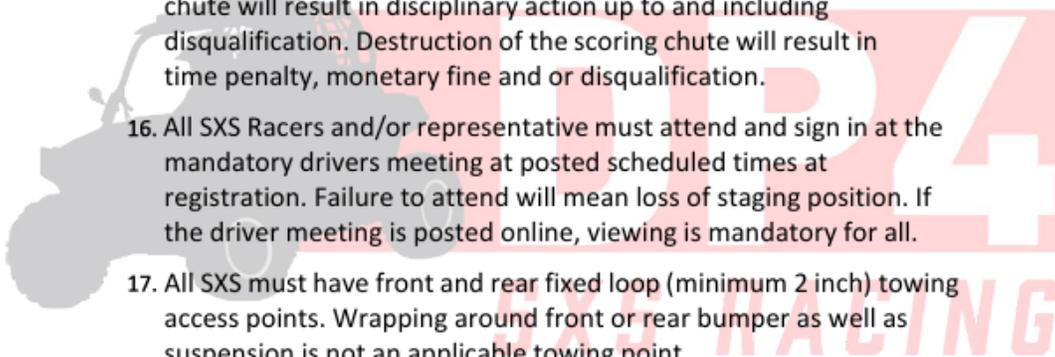
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9. Lockable side protection doors must be mounted in a way as to not be able to pop open during racing. Factory doors with secondary locking mechanism are approved.
  10. Driver & Passenger side nets are required.
  11. 2" wide, 4 (four) point restraint system for both driver and occupant are required. The 5 (five) point system that includes an antisubmarine belt that is at least 2" wide is recommended.
  12. Full personal safety gear must be worn to include:
    1. Fire retardant suits with a minimum fire rating of SFI must be worn that cover from neck to ankles.
    2. Helmets, gloves, goggles racing shoes or boots. Helmets must be of approved by Snell or DOT. Straps must have D-ring fasteners only. No snaps or velcro will be permitted. The interior and exterior areas of the helmet must be free of defects (i.e., the padding must be in good condition and the exterior of the helmet must not be damaged). Open face helmets are not permitted. Neck braces/support are required for all competitors. Neck braces should provide adequate support, in good or like new condition.
    3. Motorcycle type race gear will **NOT** be allowed as it is extremely flammable.
    4. DP4 staff have the right to keep any participant (Driver/

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co-driver) from operating if safety equipment is in unsafe/worn/dangerous condition.

13. Tech hours will generally be as follows: Friday 3-6pm and Saturday 7am-10am. Hours may change at any given time before or during an event weekend. IT IS THE RESPONSIBILITY OF THE RACER to have their vehicle go through tech and vehicles must complete Technical Inspection prior to staging.

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14. Starts at all events will be determined by a random drawing after the closing of signups. Starts will be by class. All pros will start before any other classes, and all amateur classes will start before any exhibition classes.
  15. There is no passing/touching in the scoring chute. Passing in the chute will result in disciplinary action up to and including disqualification. Destruction of the scoring chute will result in time penalty, monetary fine and or disqualification.
  16. All SXS Racers and/or representative must attend and sign in at the mandatory drivers meeting at posted scheduled times at registration. Failure to attend will mean loss of staging position. If the driver meeting is posted online, viewing is mandatory for all.
  17. All SXS must have front and rear fixed loop (minimum 2 inch) towing access points. Wrapping around front or rear bumper as well as suspension is not an applicable towing point.
  18. All SXS drivers and handicapped drivers must get out of their vehicle when flipped over; and assist in the roll over if capable. Any driver that does not exit their vehicle will be assessed a 30 second penalty unless they are unable to exit the vehicle. Any variance to this will be discussed at the drivers meeting.

During any process where DP4 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. The max speed in this area is 15mph. Racers cannot gain on other racers in this same area. Any violation of this safety zone will mean automatic disqualification of the racer.

**HORNS:** All vehicles must have a loud sounding horn. Horn must be

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very audible from a distance of 100 feet in front of the vehicle. Sirens are permitted, in addition to a horn, during the actual racing portion of the event.

**SEATS:** All seats must be securely mounted to frame of vehicle and be properly reinforced in such a manner as to keep seat from moving in relationship to the frame. Adjustable track type seats must be securely mounted as to allow no lateral or vertical movement.

**EXHAUST SYSTEMS:** All exhaust systems are required to have a spark arrestor.

**MIRROR:** All SXS are required to have one rear view mirror.

**REAR LIGHT:** All classes are required to run a rear facing flashing amber light to help identify slower paced vehicles when coming through their dust.

Any rear facing "flashing" amber colored light with a minimum of 4 square inches of surface area will be permitted. The light must be clearly visible from the rear of the SXS with no obstructions. There will be no brand or lumen requirement, if you have a dim light or amber duct tape over your amber you will not pass inspection. This amber light is for your safety, the brighter the better.

