



RallySprint Rules

Introduction

Purpose

To provide a consistent set of competition rules for all MoDD Racing Rallysprint race events that facilitate fair competition and sportsmanship.

Definition

A rallysprint is a motorsports event where vehicles race on a road-style course with the support of a navigator/co-driver. Roads may be paved or unpaved. Elapsed time is tracked by the organizer with time-based penalties assessed for actions such as missed cones and driving off-course. Scoring is the accumulation of timed runs plus penalties where the lowest time wins. One car is released at a time with course workers monitoring course safety and penalties.

Exceptions

MoDD Racing will make event-specific exceptions if a venue or unusual circumstance requires. Event-specific exceptions will be shared in pre-race competitor communication (via email) and also in the driver meeting at said event.

Modification to Rallysprint Rules

MoDD Racing may, from time to time, choose to modify a rule at their discretion. All efforts will be made to notify competitors of changes in a timely manner. As rules may change, please refer to moddracing.com for the most recent version.

Conduct of Competitors

Each competitor must:

1. Practice good sportsmanship at all times.
2. Register for and compete in the appropriate class for their vehicle. It is the driver's responsibility to know the correct class based on the rules and vehicle classifications set forth under Vehicle Classification.

3. Be responsible for their own safety and the safety of others.
4. Know, understand and follow all rules as stated herein, in competitor communications and required driver meetings.
5. Treat all officials, volunteers, spectators, the public and other competitors with respect and courtesy.
6. Obey all laws and local ordinances, most importantly as they pertain to traffic laws.
7. Not dispose of trash anywhere on site except for designated garbage receptacles.
8. Follow the prescribed course. It is the competitor's responsibility to know the course in order to keep other competitors, course workers and spectators safe. Competitors will be given the opportunity to drive the course prior to competition and will be provided a course map.
9. Failure to comply with the conduct requirements may result in disqualification and/or suspension.

Competitor Eligibility

Driver

To be eligible for Rallysprint competition, a driver must:

1. Not be disqualified from event or suspended from competition.
2. Be, at minimum, 16 years old and possess a "full privilege" operators (drivers license) from their state of residence and meet at least one of the following requirements:
 - a. Competed in ten (10) rallycross events, at minimum.
 - b. Holds a competition license in any road racing, rally or hill climb series issued by a sanctioning body.
 - c. A driver who does not meet the requirements of sections a or b above but has relevant rally or equivalent motorsports competition experience may be approved to compete upon submitting appropriate documentation of experience to race director via info@nwrallyassociation.com.

Co-Driver

1. To be eligible for Rallysprint competition, a co-driver must be, at minimum, 16 years old.

Minor Competitors

1. In order for any person under the age of 18 to participate in competition, they must have an accompanying parent/guardian to sign a minor release waiver. If a parent/guardian is unable to attend, arrangements must be made at least 14 days in advance of competition by contacting that race director at info@nwrallyassociation.com.

Eligible Vehicles

Rallysprint is open to any fixed-roof, four wheeled passenger vehicle that can pass safety inspection. This includes:

- Electric & hybrid vehicles

- Convertibles with a factory hardtop, roll cage and metal roof
- Trophy trucks
- UTVs, side-by-sides (SxS), crosskarts and Formula Cross

The Race Director has the authority to determine at their discretion that a vehicle cannot safely negotiate the course and may exclude it from competition.

Vehicle Classification

Rallysprint events operate under the expectation that competitors place themselves in the proper class at the time of registration. If you are unsure of the appropriate class for your vehicle based on the allowances listed below, please contact the organizers at info@nwrallyassociation.com. You may be told to move classes if your modifications are found to qualify you into another class.

Adjusted Engine Capacity Definition

- **Normally aspirated engines:** The actual displacement of the engine.
- **Forced induction engines (turbo/supercharged):** Calculated as 1.4 times the actual displacement of the engine.

Car Classes

- **Two Wheel Drive Under 2.5 Liters (2WD – Under):** 2WD Under Class is intended for front or rear wheel drive vehicles with adjusted engine capacity at or under 2.5 liters.
- **Two Wheel Drive Over 2.5 Liters (2WD – Over):** 2WD Over Class is intended for front or rear wheel drive vehicles with adjusted engine capacity over 2.5 liters.
- **Four Wheel Drive Under 2.5 Liters (4WD – Under):** AWD Under Class is intended for all or four wheel drive vehicles with adjusted engine capacity at or under 2.5 liters.
- **Four Wheel Drive Over 2.5 Liters (4WD – Over):** AWD Over Class is intended for all or four wheel drive vehicles with adjusted engine capacity over 2.5 liters.

SxS/UTV Classes

Side by Side Stock: SxS Stock is intended for mostly stock UTV/SxS vehicles with stock engines and drivetrains where the engine is 1,000cc or less, naturally aspirated.

Side by Side Modified: Sxs Mod is for UTV/SxS vehicles with a higher level of modification such as engine upgrades, turbos and superchargers.

Technical Vehicle Inspection

All vehicles must pass safety inspection at each event on the following points prior to competing. If a vehicle fails to pass inspection, their entry fees may be refunded. Inspection checkpoints and preparation allowances are outlined below by vehicle classification groups – please be sure that you are following the inspection checkpoints for your class as they will vary greatly between cars & UTV/SxS vehicles.

Technical Inspection - 2WD Over/Under & 4WD Over/Under Classes

Vehicle Decals

1. All vehicles must have their number on the side of the vehicle. The minimum size for the numbers is 6 inches tall with a 1 inch stroke. If you have any questions or concerns about your number, bring a package of letter/numbers and apply them at the event.
2. Each event may have sponsor sticker requirements. These stickers must be placed on the car prior to inspection and remain on the car for the duration of the event.

General Safety

1. All loose items inside and outside the car (including trunk and storage areas) must be removed.
2. Driver and Co-Driver must be able to enter and exit the vehicle without assistance.
3. Cameras and camera mounts must be securely affixed to the vehicle to avoid injury to driver/co-driver.
4. Vehicle must be wider than it is tall. The height of the vehicle is measured from the ground to the highest point of the roof and must be less or equal to the width of the vehicle measured from the outside of the tires (side to side).
5. Steering wheel spinner knobs are not permitted, except as permitted for physically disabled drivers (see following provision regarding disability accommodations).
6. Physically disabled drivers may use alternate vehicle controls and preparations items appropriate for the nature of their disability. In the case of a driver using alternate controls, extra care should be taken to ensure that the driver does have adequate control of the vehicle and that the control mechanisms can stand up to competition use. Pre-approval for these accommodations is required and can be obtained by submitting a request to info@nwrallyassociation.com.
7. Wheel bearings, shocks, steering and suspension shall be in good operating condition.
8. All vehicles must have adequate operable forward lighting to participate in night or low-light events.

Roll Cages

1. Roll cages are required for all vehicles.
2. Drivers must present a valid logbook for their vehicle during inspection at each event (with the exception of SxS and UTV vehicles). The logbook may be issued by any recognized sanctioning body such as American Rally Association, Rally America and NASA.
3. All tubing forward of the main hoop in the roofline must be wrapped in protective padding. Any other tubing that may come into contact with the helmet while seated must also be padded.

Body/Chassis

1. Firewalls and/or bulkheads must separate the driving compartment from any fuels, engine fluids and acids.
2. Bumpers must remain in original location and general shape must be maintained.
3. All vehicles must have a windshield.

4. Driver/passenger door windows must either be rolled up (1" roll down permitted) or safety nets must be present during competition. Side windows may be glass or polycarbonate material of at least 3mm thickness.
5. Mud flaps are required on all rear wheels and driving wheels.
6. All parts of the vehicle, except the tires, must have a minimum of 2 inches of ground clearance on a level road surface.
7. Skid plates designed to reasonably protect the front suspension, steering and brake components are allowed. Plates must be securely attached.
8. Inside front door panels or edge trim are required to provide protection from metal edges.
9. Any moveable sunroof or roof panels must be replaced with metal and fixed in the closed position.
10. Spoilers, plates or wings may not extend beyond the body as viewed from above or extend above the roof line by more than 3 inches when viewed from the side. Devices forward of the windshield must be below the hood line when viewed from the side.
11. Airbags and their associated equipment must be disabled or removed during competition. It is recommended that passive restraint systems be disabled.
12. Power door locks must be disabled.
13. Steering locking devices must be disabled.

Wheels & Tires

1. Wheels must be safely affixed. All studs and lug nuts must be present and installed correctly.
2. Tires must be fully covered when viewed from above (with the exception of SxS and UTV vehicles).
3. Studs or other hard material devices inserted into the tire are not permitted unless set forth in event-specific supplemental regulations.
4. Tires must be in good condition with no cords/belts showing and no cracks in the sidewall. The following tires are not permitted:
 - a. space-saving spare tires designed for temporary, low speed use
 - b. motorcycle/motocross tires
 - c. ATV tires

Fuel, Fuel Tanks & Lines

1. Only unleaded fuels are allowed. Leaded fuel and lead additives are prohibited.
2. A fuel-resistant and fire-retardant plate or shield is required between the passenger compartment and area in which the fuel tank, filler tube and fuel pump are located.
3. The original fuel tank may be used provided it remains in its OEM location secured by original systems.
4. The original fuel tank may be replaced only by an FIA or SFI approved fuel cell with the following requirements
 - a. Original fuel tank must be removed.

- b. The fuel cell is properly vented to the outside of the vehicle from the compartment in which it is located.
- c. If the fuel cell and filler are located in the rear trunk or passenger compartment (for hatchback vehicles), an outlet must be provided for fuel spilled in the compartment.
5. Supplementary fuel tanks are not permitted.
6. If fuel lines are rerouted through the passenger compartment, they must be in compliance with the following:
 - a. Must incorporate a metallic casing. If the metallic casing is not exterior to the line, a verifiable sample must be presented at technical inspection.
 - b. Must have a minimum of 200psi rating.
7. Fuel pumps must be isolated from the driver/co-driver by a fireproof metal bulkhead.

Drivetrain

1. Throttle return action shall be safe and positive.
2. No excessive fuel, oil, water or brake fluid leaks should be observed when the engine is running.
3. All batteries (on board power supplies) shall be attached to ensure that the battery and/or power supply will remain in place. If a lead-acid (wet cell) type battery is relocated from its original location, it must be equipped with lead-proof caps and enclosed in a non-conductive, marine-type box that is vented to the outside of the vehicle. Dry cell batteries, commonly known as Recombinant Gas (RG) or Glass Mat Technology (GMT) batteries are not required to be in a marine-type box. The hot terminal must be insulated on all vehicles. All batteries should be securely attached to the primary structure of the vehicle.
4. Nitrous oxide and methanol/alcohol injection systems are prohibited.

Brakes

1. Brakes must have an adequate pedal, sufficient fluid in the master cylinder, no apparent hydraulic leaks and shall be operational at all four wheels.

Safety Equipment

1. Driver/co-driver seats must be homologated by FIA Standards 8855-1999 or 8862-2009 or be specifically designed for motor racing. All non-FIA seats are subject to approval during technical inspection.
2. Seats must be securely attached to the structure of the vehicle to prevent movement of the seat in case of an accident. Seats must not be mounted with sliders.
3. A 5, 6 or 7 point unmodified safety harness meeting the following specification must be fitted for driver/co-driver and worn on course and transit:
 - a. Harness system must be capable of being released through one latch (turn buckle, push button or latch/link release systems required).
 - b. Harness must meet one of the following standard:
 - i. FIA Standard 8853-1998 or 8853-2016

- ii. SFI 16.1 Specification
 - iii. SFI 16.5 Specification
 - c. Safety harnesses may not be used after expiration date.
 - d. Harness set must be complete – it is not permitted to mix parts of seat belts.
 - e. The material of all straps must be in new or perfect condition.
4. Safety harness installation must meet the following requirements:
- a. Lap belt and crotch strap may not pass over the sides of the seat, but through the seat in order to wrap and hold the pelvic region over the greatest possible surface.
 - b. Lap straps must fit tightly in the bend between the pelvic crest and the upper thigh. Under no circumstances may they be worn over the abdomen.
 - c. Care must be taken to ensure that the straps cannot be damaged through chafing against sharp edges.
 - d. Seat belts may not be anchored to the seats or their supports.
 - e. In the downwards direction, the shoulder straps must be directed towards the rear and must be installed in such a way that they do not make an angle of more than 45° to the horizontal from the upper rim of the backrest, although it is recommended that this angle should not exceed 10°. The maximum angles in relation to the center-line of the seat are 20° divergent or convergent.
 - f. Anchorage points creating a higher angle to the horizontal must not be used.
 - g. If the manufacturer provides for safety wiring the locking bale to prevent accidental unfastening of the belts from their anchorage points, then it shall be necessary for the all such components to be safety wired.
 - h. The minimum acceptable size and grade of bolt used in the mounting of all belts and harnesses shall be 7/16 inch UNF, SAE grade 8 or M12 8.8. When mounted, the bolts should work in shear and not in tension.
 - i. The straps may be attached by looping or by screws, but in the latter case an insert must be welded for each mounting point. These inserts will be positioned in the reinforcement tube and the straps will be attached to them using bolts of M12 8.8 or 7/16 UNF specification.
 - j. For each new anchorage point created, a steel reinforcement plate with a surface area of at least 6 square inches and a thickness of at least 1/8 inch must be used.
 - k. A safety harness must be used in its homologation configuration without any modifications or removal of parts, and in conformity with the manufacturer's instructions.
 - l. The effectiveness and longevity of safety belts are directly related to the manner in which they are installed, used and maintained. The belts must be replaced after every severe collision, and whenever the webbing is cut, frayed or weakened due to the actions of chemicals or sunlight. They must also be replaced if metal parts or buckles are bent, deformed or rusted. Any harness which does not function perfectly must be replaced.
5. Helmets must be worn by all drivers and co-drivers during competition. Helmets must be in good condition, fit properly, provide adequate peripheral vision and the chinstrap must be securely fastened. All helmets must meet one of the following Snell Foundation or FIA standards:
- a. Snell Foundation: SA2015, SA2010

- b. FIA: 8859-2015, 8860-2010, 8860-2004, 8858-2010
- 6. Front Head Restraint (FHR) systems meeting the followings standards must be worn by all drivers and co-drivers:
 - a. HANS system: Any HANS system approved by FIA standards 8858-2002 or 8858-2010. [link to HANS FIA rules]
 - b. SFI 38.1: Devices certified to SFI 38.1 may be used but must have the SFI confirmation label that is less than 5 years old.
 - c. Hybrid system: Any Hybrid system approved by FIA standards 8858-2010. [link to HANS FIA rules]
- 7. Driving suits must be worn by competitors at all times during the event. Suits may be one or two piece but must conform to the following standards:
 - a. FIA Standard 8856-2000
 - b. FIA 1986 Standard
 - c. SFI 3-2A/5 Specification
 - d. SFI 3-2A/1 Specification with approved fire-resistant underwear (FIA Standard 8856-2000 or SFI 3.3 Specification)
- 8. All cars must be equipped with a handheld fire extinguisher or on-board system.

Sound Check & Requirements

In order to satisfy local noise restrictions, a 96 db[A] limit is strictly enforced. A sound check will be performed at your first event each season. Your car will not need to be rechecked unless any modifications to or replacement of the exhaust are done. The sound check procedure is as follows:

1. Tester holds the sound measuring device 18 inches behind exhaust at a 45 degree angle at head height.
2. Driver revs the car to 2/3 of maximum RPM. For example, if the car has a red line of 6,000 RPM, the driver will rev the engine to 4,000.
3. The decibel measurement will be taken when the car reaches 2/3 of maximum RPM and if under 96db[A], the car has satisfied the sound check.

A sticker will be provided showing date tested and will be valid for the remainder of the season (if the exhaust remains unchanged).

Technical Inspection - SxS/UTV Classes

All vehicles must pass safety inspection at each event on the following points prior to competing. If a car fails to pass inspection, their entry fees may be refunded.

Vehicle Decals

1. All vehicles must have their number on the side of the vehicle. The minimum size for the numbers is 6 inches tall with a 1 inch stroke. If you have any questions or concerns about your number, bring a package of letter/numbers and apply them at the event.

2. Each event may have sponsor sticker requirements. These stickers must be placed on the car prior to inspection and remain on the car for the duration of the event.

General Safety

1. All loose items inside and outside the car (including trunk and storage areas) must be removed.
2. Driver and Co-Driver must be able to enter and exit the vehicle without assistance.
3. Cameras and camera mounts must be securely affixed to the vehicle to avoid injury to driver/co-driver.
4. Steering wheel spinner knobs are not permitted, except as permitted for physically disabled drivers (see following provision regarding disability accommodations).
5. Physically disabled drivers may use alternate vehicle controls and preparations items appropriate for the nature of their disability. In the case of a driver using alternate controls, extra care should be taken to ensure that the driver does have adequate control of the vehicle and that the control mechanisms can stand up to competition use. Pre-approval for these accommodations is required and can be obtained by submitting a request to info@nwrallyassociation.com.
6. Wheel bearings, shocks, steering and suspension shall be in good operating condition.
7. All vehicles must have a positive action on/off switch in good working order. Switch must be labeled "ignition on/off", have a red circle around it (1 inch wide), be located on the left side of the dash panel and must be accessible from outside of the vehicle.
8. All electric fuel pumps with independent switches must be labeled "fuel on/off" and be within easy reach of driver and accessible from outside the vehicle.
9. Oil coolers, transmission coolers and radiators located ahead of the driver/co-driver compartment must have a shroud that will prevent liquids from blowing back or leaking onto the driver/co-driver in the event of a rupture or leakage.
10. All hoses running through the driver compartment must be shielded. Steel braided hose does not constitute a shield.
11. All fuel and brake line hoses including metal lines and fittings must be clamped and/or safety wired.
12. All vehicles must have adequate operable forward lighting to participate in night or low-light events.
13. Rear view mirror with at least 6 \square inches of mirror surface and a reasonably unobstructed view of area behind vehicle is required.

Roll Cages

1. Roll cages are required for all vehicles.
2. All tubing forward of the main hoop in the roofline must be wrapped in protective padding. Any other tubing that may come into contact with the helmet while seated must also be padded.

Body/Chassis

1. Firewalls and/or bulkheads must separate the driving compartment from any fuels, engine fluids and acids.

2. Window nets are mandatory on both sides and must be latch-style (no spring-loaded design bars allowed). Construction must be ½ inch solid steel rod.
3. Rock screens and windshields of either polycarbonate or laminated safety glass are allowed. Rock screens must cover entire area in front of the driver and co-driver.
4. Vehicles must comply with class-specific minimum weights at all times.
5. All ballast must be securely mounted with at least two 5/16 inch bolts with locknuts that are wired or pinned.
6. Additions to the body of the vehicle such as fins, scoops, wings and other extruding additions are not permitted.
7. Vehicles must maintain an appearance similar to the stock SxS.
8. All body panels must be stock or aftermarket stock replacement.
9. Vehicles may have front and rear bumpers.
10. Bumpers must be designed in such a way as to inhibit two vehicles from becoming locked together.
11. Bumper ends must be capped and rounded with no sharp edges.
12. Vehicle may have nerf bars. They must be a minimum 1 inch diameter mild steel.
13. Skid plates designed to reasonably protect the front suspension, steering and brake components are allowed. Plates must be securely attached.
14. Stock floorboards may be reinforced by adding sheet metal to the underside.
15. All components on the vehicle's suspension system, chassis and running gear must be secured with S.A.E Grade 8 or better nuts and bolts.
16. Bolts must be secured with either lock nuts, lock washers, cotter pins or safety wire and have at least one full thread showing through the nut.

Wheels & Tires

1. Wheels must be safely affixed. All studs and lug nuts must be present and installed correctly.
2. Studs or other hard material devices inserted into the tire are not permitted unless set forth in event-specific supplemental regulations.
3. Tires must be in good condition with no cords/belts showing and no cracks in the sidewall. The following tires are not permitted:
 - a. space-saving spare tires designed for temporary, low speed use
 - b. motorcycle/motocross tires
 - c. ATV tires

Fuel, Fuel Tanks & Lines

1. Only unleaded fuels are allowed. Leaded fuel and lead additives are prohibited.
2. A stock fuel tank in the stock location is allowed. Must have a .120 inch shield to the outer side of the vehicle to prevent punctures to the fuel tank., Any other modifications require replacement with a fuel cell.

3. Fuel cells are permitted so long as they are commercially manufactured and consist of a bladder enclosed in a smooth skinned container.
4. Fuel cell must have a chassis or body cross member of substance between the fuel cell and driver and be protected from ground obstacles.
5. All fuel cell fillers and vents must have check valves installed.
6. Fuel cell cannot be vented into the driver's compartment of the vehicle.
7. All fuel cell vents and lines must come out of the top of the fuel cell.
8. No pressure systems are allowed. Any pressure type containers, feed lines or actuating mechanisms will not be permitted, even if inoperable.
9. Icing, Freon-type chemicals or refrigerants may not be used in or near the fuel system.
10. Fuel filler lines and positive-locking non-vented fuel filler caps must be located and secured in such a manner as to prevent them from being knocked off or opened during movement, rollover or impact.
11. A splash shield must be in place to direct any spill away from the driver, motor and motor exhaust. A body panel is considered a sufficient splash shield.
12. No nitrous oxide.

Drivetrain

1. Throttle return action shall be safe and positive.
2. No excessive fuel, oil, water or brake fluid leaks should be observed when the engine is running.
3. All batteries (on board power supplies) shall be attached to ensure that the battery and/or power supply will remain in place. If a lead-acid (wet cell) type battery is relocated from its original location, it must be equipped with lead-proof caps and enclosed in a non-conductive, marine-type box that is vented to the outside of the vehicle. Dry cell batteries, commonly known as Recombinant Gas (RG) or Glass Mat Technology (GMT) batteries are not required to be in a marine-type box. The hot terminal must be insulated on all vehicles. All batteries should be securely attached to the primary structure of the vehicle.

Brakes

1. Brakes must have an adequate pedal, sufficient fluid in the master cylinder, no apparent hydraulic leaks and shall be operational at all four wheels.

Safety Equipment

1. Driver/co-driver seats must be homologated by FIA Standards 8855-1999 or 8862-2009 or be specifically designed for motor racing. All non-FIA seats are subject to approval during technical inspection.
2. Seats must be securely attached to the structure of the vehicle to prevent movement of the seat in case of an accident. Seats must not be mounted with sliders.
3. A 5, 6 or 7 point unmodified safety harness meeting the following specification must be fitted for driver/co-driver and worn on course and transit:

- a. Harness system must be capable of being released through one latch (turn buckle, push button or latch/link release systems required).
 - b. Harness must meet one of the following standard:
 - i. FIA Standard 8853-1998 or 8853-2016
 - ii. SFI 16.1 Specification
 - iii. SFI 16.5 Specification
 - c. Safety harnesses may not be used after expiration date.
 - d. Harness set must be complete – it is not permitted to mix parts of seat belts.
 - e. The material of all straps must be in new or perfect condition.
4. Safety harness installation must meet the following requirements:
- a. Lap belt and crotch strap may not pass over the sides of the seat, but through the seat in order to wrap and hold the pelvic region over the greatest possible surface.
 - b. Lap straps must fit tightly in the bend between the pelvic crest and the upper thigh. Under no circumstances may they be worn over the abdomen.
 - c. Care must be taken to ensure that the straps cannot be damaged through chafing against sharp edges.
 - d. Seat belts may not be anchored to the seats or their supports.
 - e. In the downwards direction, the shoulder straps must be directed towards the rear and must be installed in such a way that they do not make an angle of more than 45° to the horizontal from the upper rim of the backrest, although it is recommended that this angle should not exceed 10°. The maximum angles in relation to the center-line of the seat are 20° divergent or convergent.
 - f. Anchorage points creating a higher angle to the horizontal must not be used.
 - g. If the manufacturer provides for safety wiring the locking bale to prevent accidental unfastening of the belts from their anchorage points, then it shall be necessary for the all such components to be safety wired.
 - h. The minimum acceptable size and grade of bolt used in the mounting of all belts and harnesses shall be 7/16 inch UNF, SAE grade 8 or M12 8.8. When mounted, the bolts should work in shear and not in tension.
 - i. The straps may be attached by looping or by screws, but in the latter case an insert must be welded for each mounting point. These inserts will be positioned in the reinforcement tube and the straps will be attached to them using bolts of M12 8.8 or 7/16 UNF specification.
 - j. For each new anchorage point created, a steel reinforcement plate with a surface area of at least 6 square inches and a thickness of at least 1/8 inch must be used.
 - k. A safety harness must be used in its homologation configuration without any modifications or removal of parts, and in conformity with the manufacturer's instructions.
 - l. The effectiveness and longevity of safety belts are directly related to the manner in which they are installed, used and maintained. The belts must be replaced after every severe collision, and whenever the webbing is cut, frayed or weakened due to the actions of chemicals or sunlight. They must also be replaced if metal parts or buckles are bent, deformed or rusted. Any harness which does not function perfectly must be replaced.

5. Full-face helmets with goggles or shield must be worn by all drivers and co-drivers during competition. Helmets must be in good condition, fit properly, provide adequate peripheral vision and the chinstrap must be securely fastened. All helmets must meet one of the following Snell Foundation or FIA standards:
 - a. Snell Foundation: SA2015, SA2010, SAH2010
 - b. FIA: 8859-2015, 8860-2010, 8860-2004, 8860-2010
6. Front Head Restraint (FHR) systems meeting the followings standards must be worn by all drivers and co-drivers:
 - a. HANS system: Any HANS system approved by FIA standards 8858-2002 or 8858-2010. [link to HANS FIA rules]
 - b. SFI 38.1: Devices certified to SFI 38.1 may be used but must have the SFI confirmation label that is less than 5 years old.
 - c. Hybrid system: Any Hybrid system approved by FIA standards 8858-2010. [link to HANS FIA rules]
7. Driving suits must be worn by competitors at all times during the event. Suits may be one or two piece but must conform to the following standards:
 - a. FIA Standard 8856-2000
 - b. FIA 1986 Standard
 - c. SFI 3-2A/5 Specification
 - d. SFI 3-2A/1 Specification with approved fire-resistant underwear (FIA Standard 8856-2000 or SFI 3.3 Specification)
8. All cars must be equipped with a handheld fire extinguisher or on-board system.

Sound Check & Requirements

In order to satisfy local noise restrictions, a 96 db[A] limit is strictly enforced. A sound check will be performed at your first event each season. Your car will not need to be rechecked unless any modifications to or replacement of the exhaust are done. The sound check procedure is as follows:

1. Tester holds the sound measuring device 18 inches behind exhaust at a 45 degree angle at head height.
2. Driver revs the car to 2/3 of maximum RPM. For example, if the car has a red line of 6,000 RPM, the driver will rev the engine to 4,000.
3. The decibel measurement will be taken when the car reaches 2/3 of maximum RPM and if under 96db[A], the car has satisfied the sound check.

A sticker will be provided showing date tested and will be valid for the remainder of the season (if the exhaust remains unchanged).

SxS Stock - Preparation Allowances

All class-specific allowable modifications are listed below. All other parts/components that can affect or enhance the performance of the vehicle must remain stock.

Vehicle Weight

1. Vehicle must meet the following minimum weights:
 - a. Polaris RZR: 1,450lbs without drivers.
 - b. Yamaha YXZ 1,550lbs without drivers.
 - c. Can-Am X3: 1,650lbs without drivers.

Suspension

1. Must maintain OE wheel base. No shortening or lengthening.
2. Minimum ride height of 8 inches as determined by technical inspector.
3. Steering
4. Power steering is permitted.
5. Steering quickeners are permitted.

Drivetrain

1. All internal and external components must be used in their original configuration.
2. All vehicles must use same fuel delivery system as stock and designed by the factory.
3. Engine long block must remain completely stock. No internal modifications.
4. Stock throttle body must be used. No modifications allowed.
5. Superchargers or turbochargers are not permitted.

Exhaust

1. Aftermarket exhaust is allowed. Exhaust systems must be a minimum of 6 inches away from fuel lines and 23 inches away from fuel filler.
2. Transmission & Clutch
3. Every vehicle must use the OEM transmission and clutch design.
 - a. CVT transmissions: OEM gears allowed. No aftermarket or performance gear sets.
 - b. YXZ vehicles must use OEM gear ratios and flywheel.
 - c. Cryo treating and/or polishing allowed.
4. The stock rear differential must also be used.
5. All vehicles must have a functional reverse gear.
6. Must use OEM clutch design as delivered from manufacturer.
7. No billet clutches. Clutches may not be modified in any way.
8. Aftermarket springs, weights and helix are allowed.
9. Stock ignition switch is allowed.

SxS - Modified Preparation Allowances

All class-specific allowable modifications are listed below. All other parts/components that can affect or enhance the performance of the vehicle must remain stock.

Vehicle Weight

1. Vehicle must meet the following minimum weights:
 - a. With turbo: 1,600lbs without drivers.
 - b. Naturally Aspirated: 1,400lbs without drivers.

Suspension

1. All A-arm mounting must utilize on the stock locations and positions as delivered from the manufacturer however they may be reinforced for strength.
2. Vehicle may be no more than 74 inches wide.
3. No lengthening of the factory frame is permitted.
4. Shock absorber mounting points may be moved,
5. Upper shock mount locations may be modified. No bolt-on extensions.
6. Shock absorber onboard adjustments are permitted.

Steering

1. All steering components must be in good condition and proper working order. Drag link and tie rod ends must be secured with a cotter in each one.
2. Power steering is permitted.
3. Steering quickeners are permitted.

Brakes

1. Turning or cutting brakes is not permitted.

Drivetrain

1. Engine may be up to 1,000cc SxS production engine with modifications.
2. All vehicles must use stock engine cases and cylinder head.
3. Naturally aspirated vehicles are allowed to bore to 1,075cc.
4. All vehicles must use the same fuel delivery system as stock and designed by the factory.
5. Electric fuel pumps are permitted.
6. Factory installed superchargers or turbochargers are permitted. Dealer installations are not considered factory installations.
 - a. Billet turbo wheels allowed.
 - b. Aftermarket waste gate controller/actuator allowed.
 - c. Must be fitted to OEM manifolds.

d. All turbo engines must retain stock bore and stroke configuration.

e. All turbo engines must use OEM valve train.

Exhaust

1. Exhaust systems must be a minimum of 6 inches away from fuel lines and 12 inches away from fuel filler.

Transmission & Clutch

1. Every vehicle must use the OEM transmission and clutch design.
 - a. CVT transmission: OEM gears allowed. No aftermarket or performance gear sets.
 - b. YXV vehicles must use OEM gear ratios.
 - c. Flywheel modifications are allowed.
 - d. Cryo treating and/or polishing allowed.
2. The stock rear differential must be used.
3. All vehicles must have a functional reverse gear.
4. Aftermarket axles and CV joints are allowed.
5. Billet clutches are allowed and may be modified in any way.
6. Aftermarket springs, weights and helix are allowed.

Wheels & Tires

1. Maximum tire size is 32 inches outside diameter.
2. No more than 1 tire per corner is permitted.
3. Bead locks are allowed. They must have recessed bolts that do not protrude past the face of the clamp ring or must use button head-style bolts.

Competition Rules

Drugs & Alcohol: No drugs or alcohol are to be consumed during competition. If you show signs of being under the influence, the race director may remove you from competition at their discretion.

Firearms: No firearms are permitted at Northwest Rally Association events.

Driver Meeting: A mandatory driver meeting is held at the beginning of each event. Every driver must attend the driver meeting and must have already completed their vehicle inspection and checked in at the registration/timing tent. Drivers who do not attend the meeting will be ineligible to race.

Start Line Procedure: You will be directed to the start line by a grid worker. At the start line, the stage captain will give you a signal when you are cleared to start. You have 25 seconds once signaled to leave the line or your run will be scored as a DNF.

Red Flag Procedure: All course worker stations on course are equipped with a red flag that is to be used when there is a need to stop all cars on course (e.g. a car has stalled on course, gone off course in an unsafe manner, etc). Drivers may be presented with a red flag during competition runs and need to follow these steps:

1. Come to a controlled, complete stop as quickly as possible. Do not brake hard enough to cause a skid or slide.
2. Wait for directions from a course worker. Directions may be to run the remainder of the course at parade speed (10mph) or take a shortcut back to start/finish at parade speed.
3. Failure to stop at two consecutive red flags (driving past two course workers waving red flags) will result in a DNF for that run.

Penalties: Predefined time penalties are assessed for each of the violations below.

- **Cone Penalty (30 seconds):** Incurred when driver knocks a cone over. This includes the cone being contacted by the vehicle or by the dirt/gravel spray off the back of the vehicle.
- **Missed Gate (DNF):** Incurred when the driver goes to the wrong side of a cone.
- **Did Not Finish – DNF (slowest time in class + 30 seconds):** Incurred when the driver fails to complete the course on a competition run due to mechanical failure or other incident.
- **Driving Off-Course (DNF):** Driving off course is defined as navigating off the course in a manner that endangers course workers, spectators or competitors. The race director may determine a driver is off course at their discretion.

Scoring: Your final score is the accumulation of total time on course plus any penalties incurred (there are no “dropped” runs – all runs are scored). The lowest time in class wins.

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