



## 2017 UTV Short Course Class Rules & Technical Specifications

**Sportsman UTV & Pro Stock** – Up to 1000 cc Stock UTV rules are outlined below. It is the intention that all modifications allowable are outlined below for the Sportsman and Pro Stock classes, and all other parts / components that can affect or enhance the performance of the vehicle must remain stock. The Technical Director holds final decision-making power on any stock / non-stock component deemed legal or illegal to race.

**Pro Modified** - Up to 1000cc UTV Production Chassis & Engine, with modifications as outlined. All Pro Stock rules & regulations outlined apply to Pro Modified unless otherwise noted. Additional Technical Specifications for Pro Modified can be found at the end of this document.

### 1. VEHICLE SIGNAGE

- A. Advertising on race vehicles must be in good taste.
- B. WCDT may require the use of specific sponsor decals.
- C. Team vehicles with the same paint and colors must have prominent distinguishing markings of some kind. Technical Director reserves the right to require additional markings to help distinguish between vehicles.

### 2. NUMBERS AND STICKERS

- A. Numbers are 900-999 for the Pro Stock class. Numbers are 800-899 for the Pro Modified class. Numbers are 700-799 for the Sportsman class.
- B. Numbers must be applied side by side. No slanted numbers.
- C. Number plates must be white with solid black block style numbers.
- D. Numbers must be located in the following positions:
- E. WCDT officials may require a competitor to use a different number to avoid confusion or duplication at an event.
- F. In the event that a number is not visible from the timing and scoring area, the competitor will not be scored. It is the competitor's responsibility to make sure that the number is visible during all race conditions.
- G. Foil or reflective numbers are not permitted.
- H. One number on each side of the vehicle, on a number plate mounted high and close to the back of the roof. Minimum number plate size: 10 inches high by 14 inches long. Minimum number size: 8 inches by 1 1/2 inches.
- I. The back of the vehicle facing the rear, on a number plate: Minimum number plate size: 6 inches high by 8 inches wide. Minimum number size: 5 inches by 1 1/2 inches.
- J. Roof: Minimum number size: 8 inches by 1 1/2 inches.
- K. Upper left-hand corner of windshield area:
- L. Minimum number size 4 inches.

### 3. ROLL CAGE AND CHASSIS

- A. All vehicles must utilize the stock chassis and maintain stock appearance. The stock chassis (frame) is defined as the main lower rails running along the inner sides of the UTV and the front and rear tubes that connect them. The chassis may be modified for durability and strength but must retain the stock width, length, and configuration. Any modifications must be preapproved by WCDT officials.
- B. After market roll cage required.
- C. Cages must be constructed with one front vertical hoop, one rear vertical hoop, two Inter-connecting top bars, two rear down braces, one diagonal brace, and all necessary gussets. Welded "B pillar" connection points are permissible.
- D. Two top interconnecting bars must be placed as far to the outside of the top part of the front and rear hoops as possible.
- E. Rear down braces and diagonal brace must angle a minimum of 30 degrees from vertical. At the bottom of the diagonal brace there must be a cross member of the same tubing material and dimensions as the hoop.
- F. There must be a minimum of 3 inches clearance between driver's helmet and roll cage.
- G. Gussets must be installed at all major intersections, including diagonal and rear down braces, where single weld fractures can affect occupant's safety.
- H. Gussets may be constructed of minimum .090 inch x 3 inch x 3 inch flat plate or tubing gussets made of same material and thickness as roll cage.
- I. Roll cage terminal ends must be attached to a frame or body member that will support maximum impact and not shear or allow more than 1 1/2 inches of movement in the cage terminal end.
- J. Minimum tubing diameter and thickness is 1 1/2 inch diameter by .095.
- K. Roll cage material must be DOM or 4130 chromoly.
- L. All tubing, welds, gussets, and roll cage construction must be approved by WCDT.
- M. Entire roof must be covered with sheet metal or .063 inch minimum aluminum.
- N. Top left half of roll cage above driver's head must have one 1 1/2 inch x .095 inch diagonal bracing bar.
- O. It is recommended that stock cage and seat belt mounting plates be reinforced, especially on Pre-2012 vehicles.

### 4. DOORS

- A. Door area must be covered with sheet metal or a minimum of .063 inch thick aluminum. Panel must be attached with bolts or dzus buttons.
- B. X or A designs must use a minimum 1 1/2 inch diameter by .095, 4130 chromoly or DOM.
- C. Ladder design must use a minimum 1 1/2 inch diameter by .095 for main rails and 1 1/4 inch by .095 for rungs.
- D. Production 1000: Doors must have 'X', 'A', 'V' or Ladder design bracing designed to provide maximum protection to the driver.
- E. X, A or V designs must use a minimum 1 1/4 inch diameter by .095, 4130 chromoly or DOM.
- F. Ladder design must use a minimum 1 1/4 inch diameter by .095 for main rails and 1 1/4 inch by .095 for rungs.

### 5. DRIVER COMPARTMENT

- A. Driver must be able to enter and exit, unassisted and with great ease, the driving compartment with the vehicle in any position. Firewalls and/or bulkheads must separate the driving compartment from any fuels, engine fluids, and acids.
- B. Driver's seat must be in stock location and be bolted in. Seat may be lowered. Race seat is required. Must meet SFI Requirements. If no passenger seat is used, gas tank area must be completely covered with aluminum firewall.
- C. A 5-point motorsports specific harness is mandatory. It must be in spec with the manufacturer's date tag.

- D. Driver side window net is mandatory.
- E. Reinforced floor pan is recommended.

## **6. MEASUREMENTS AND WEIGHTS**

- A. All measurements will be performed with WCDT technical instruments and gauges. WCDT officials determine all measurements and center points.
- B. Minimum vehicle weight: 1650 lbs. with driver (RZR, Arctic Cat, Can-Am), 1750lbs with driver (Yamaha).
- C. Pro Modified minimum vehicle weight: 1450 lbs. with driver
- D. All ballast must be securely mounted with at least two 5/16" bolts with locknuts that are wired or pinned.

## **7. FENDERS**

- A. Fenders must be securely attached to vehicle. The removal of fenders during competition during any reason other than damage incurred during the race will result in disqualification.
- B. Fenders must be attached in such a fashion as not to create a pointed or sharp extrusion when removed. A loop body mounting bracket construction is mandatory.
- C. Additions to the body of the race vehicle, such as fins, scoops, wings, and other extruding additions will not be permitted.
- D. Vehicles must maintain an appearance similar to the stock UTV.
- E. All body panels must be stock or aftermarket stock replacement.

## **8. BUMPERS**

- A. Vehicles must have front and rear bumpers. WCDT officials must approve all bumpers.
- B. No hazardous bumpers, nerf bars, frame heads or other protruding objects from vehicles are permitted.
- C. Rear bumper must be secured to frame using a minimum 1 1/2 inch diameter .095 chromoly.
- D. Bumpers must be designed in such a way as to inhibit two vehicles from becoming locked together.
- E. Ends must be capped and rounded with no sharp edges.
- F. Production 1000: Side nerf bars are mandatory. Bumpers are optional at this time.

## **9. SKIDPLATES AND FLOORBOARDS**

- A. Skid plates designed to reasonably protect the front suspension, steering, and brake components are recommended on all vehicles. Plates must be made of metal and be securely attached.
- B. Stock UTV floorboards are acceptable but extra protection made of metal or aluminum is highly recommended.

## **10. SUSPENSION**

- A. 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.
- B. Pro Stock & Sportsman: Must maintain Factory "Stock" Track Width.
- C. Pro Stock & Sportsman: Must maintain Factory "Stock" Wheel Base.

## **11. STEERING**

- A. All steering components must be in good condition and proper working order. Drag link and tie rod ends must be secured with a cotter pin in each one.
- B. Power steering is permitted.
- C. Steering "quickeners" are permitted in the Pro Stock & Sportsman class.
- D. WCDT officials must consider steering reasonably safe before vehicle is permitted to compete.

## **12. SHOCKS**

- A. There must be at least one and only one shock absorber per wheel in working condition at the start of the race.

- B. Pro Mod & Pro Stock: Shock absorber mounting points may be moved.
- C. Pro Stock & Sportsman: Upper shock mounts must remain in stock location. No bolt on extensions. No bypass shocks.
- D. BUMP STOPS - Suspension bump stops must be of the solid type.
- E. TORSION SYSTEM - The only torsion system that is acceptable is a coil-over shock.
- F. WHEEL SPACERS - Wheel spacers are permitted for Pro Mod & Pro Stock.

### **13. BRAKES**

- A. Brakes must be in safe working condition and be able to apply adequate force to lock up all four tires.
- B. Brakes must remain in safe working condition during entire event.
- C. Turning or cutting brakes are not permitted.

### **14. ENGINE**

- A. All vehicles must use stock engine cases and cylinder head. WCDT reserves the right to mark engine blocks prior to event.
- B. All vehicles must use same fuel delivery system as stock and designed by factory.
- C. Electric fuel pumps are permitted in accordance with WCDT safety requirements for fuel pumps.
- D. Pro Stock & Sportsman: Engine displacement not to exceed 1000 cc.
- E. Pro Stock & Sportsman: Engines must remain completely stock. No internal modifications. Stock throttle body must be used.

### **15. SUPERCHARGERS & TURBOCHARGERS**

- Superchargers or turbochargers are not permitted in Pro Stock & Sportsman class.

### **16. AUXILIARY EQUIPMENT**

- All vehicles must start race with a functional generator or alternator, fan, water pump (water-cooled vehicles), and a complete functional electrical system.

### **17. IGNITION**

- A. 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, be located on the left hand side of the dash panel, and must be accessible from the outside of the race vehicle. Red circle must be at least 1 inch wide.
- B. All electric fuel pumps with independent switches must be labeled "fuel on/off" and be within easy reach of the driver and accessible from the outside of the vehicle.
- C. Pro Mod & Pro Stock: Aftermarket CDI boxes / ECUs are permitted with WCDT approval.
- D. Pro Stock & Sportsman: Stock ignition switch is allowed.

### **18. BATTERIES**

- A. Batteries must be securely mounted with metal-to-metal tie downs.
- B. Wetted fiber or gel cell batteries only. Liquid lead acid batteries are not permitted.
- C. Batteries may be located in the driver's compartment with an adequate firewall or factory engine cover.

### **19. COOLING**

- A. Oil coolers, transmission coolers, and radiators located ahead of the driver or in the passenger compartment must have a shroud that will prevent liquids from blowing back or leaking onto the driver in the event of a rupture or leakage.
- B. All hoses running through the driver compartment must be shielded. Steel braided hose does not constitute a shield.

## **20. EXHAUST**

A. Pro Stock: Aftermarket exhaust is allowed. In all classes, exhaust systems must be a minimum of six inches away from fuel lines and twelve inches away from fuel filler. Muffler must meet a maximum decibel of 100 as measured 50 feet from track side.

## **21. STARTER**

- All vehicles must be self-starting by use of an onboard electric starter.

## **22. ENGINE REPLACEMENT**

- A. Engines may be replaced during a WCDT event only if competitor has notified WCDT officials.
- B. Engine change will result in a starting position change.

## **23. FUEL CELLS**

- A. All fuel cells must be WCDT approved.
- B. WCDT will reject any previously approved fuel cell, which appears to be defective, damaged, or not in proper condition.
- C. No pressure systems will be allowed. Any concealed or not concealed pressure type containers, feed lines or actuating mechanisms will not be permitted, even if inoperable.
- D. Icing, Freon type chemicals, or refrigerants may not be used in or near the fuel system.
- E. The use of a commercially manufactured fuel cell is mandatory. Aluminum cans with foam inside are not allowed.
- F. Safety fuel cells shall consist of a bladder enclosed in a smooth skinned container. The container shall be constructed of 20 gauge steel, 0.060-inch aluminum or 0.125inch Marlex. Rotary molded polymer cells are acceptable.
- G. No material other than standard foam as provided by the fuel cell manufacturer is permitted.
- H. Fuel cell must have a chassis or body cross member of substance between the fuel cell and driver and be protected from ground obstacles.
- I. Fuel cells must be dated from manufacturer. Fuel cells will become obsolete five years after date of manufacture and must be replaced.
- J. All fuel cell fillers and vents must have check valves installed.
- K. 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.
- L. 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.
- M. Fuel cell cannot be vented into the driver's compartment of any vehicle.
- N. All mountings must be WCDT approved. Fuel cell must be mounted to chassis and cannot be mounted on skid plate.
- O. Any fuel cell mounted in the passenger compartment area must be fully enclosed with sheet metal or aluminum.
- P. An 8 inch by 8inch fire access door is required on top of the fuel cell cover. This door must be painted red and labeled FIRE DOOR.
- Q. Any battery or electrical components mounted in the passenger compartment with the fuel cell must be separated by sheet metal or aluminum.
- R. Pro Stock & Sportsman: Stock fuel tank is allowed in stock location. Tank, lines and fuel filler may not be modified in any way. Aluminum plate must be added on right outer side of body to protect stock tank.

## **24. FUEL VENT ROUTING**

- A. All fuel cell vents and lines must come out of the top of the fuel cell.
- B. Fuel shall be automotive gasoline only.

- C. Gasoline shall not be blended with alcohols, ethers, or other oxygenates, and it shall not be blended with aniline or its derivatives, nitrous compounds, or their nitrogen containing compounds.
- D. Cooling of any type of fuel is not permitted during competition.
- E. In the event an "official fuel" is named, WCDT will sample the actual fuel provided at the track by the fuel supplier and that sample will become the benchmark from which all competitor's samples will be judged.
- F. WCDT has the right to sample a competitor's fuel at any time. All samples will be impounded for observation and/or testing by WCDT or outside laboratories at WCDT discretion.
- G. No nitrous oxide.
- H. If WCDT officials suspect maskers in the fuel, chemical testing will be conducted at possible expense to the competitor.
- I. Penalties for use of hazardous chemicals will be severe including fine, and/or reduction of points, and/or suspension.

## **25. TRANSMISSION**

- A. Every vehicle must use the stock transmission and clutch design.
- B. The stock rear differential must also be used.
- C. All vehicles must have a functional reverse gear.

## **26. CLUTCH**

- A. Pro Stock & Sportsman: Must use stock clutch design as delivered from manufacturer.
- B. No billet clutches. Clutches may not be modified in any way.
- C. After market springs, weights and helix are allowed.

## **27. WHEELS AND TIRES**

- A. Maximum tire size is 30 inches outside diameter.
- B. No more than 1 tire per corner is permitted.
- C. Tires will be visually checked and must be considered reasonably safe by WCDT prior to competing.

## **28. FASTENERS**

- A. 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.
- B. 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.

## **29. HOSES**

- All fuel and brake line hoses including metal lines and fittings must be clamped and/or safety wired.

## **30. MIRRORS**

- Rear view mirror with at least 6 square inches of mirror surface and a reasonably unobstructed view of area behind vehicle is recommended on all vehicles.

## **31. TRANSPONDERS/TIMING**

- A. Remote score timing devices will not be permitted by teams, owners, or anyone associated with an entry, unless approved by WCDT.
- B. All teams are required to purchase remote timing transponders. Transponders can only be purchased through WCDT and numbers must be recorded with WCDT officials.
- C. Drivers are responsible for the charging and installation of all transponders. Any entry without a properly installed, functioning transponder may not be scored and may be subject to further penalty.
- D. Transponders must be mounted 10 inches back from the leading edge of the front bumper on the passenger side.

# PRO Modified UTV Additional Technical Specifications

## PRO MODIFIED SHOCKS

- A. There must be at least one and only one shock absorber per wheel in working condition at the start of the race.
- B. Shock absorber mounting points may be moved.
- C. Upper shock mount locations may be modified. No bolt on extensions.
- D. BUMP STOPS - Suspension bump stops must be of the solid type.
- E. TORSION SYSTEM - The only torsion system that is acceptable is a coil-over shock.
- F. On-board adjustments are permitted in Pro Modified Class.

## PRO MODIFIED ENGINE

- A. All vehicles must use stock engine cases and cylinder head. WCDT reserves the right to mark engine blocks prior to event.
- B. All vehicles must use same fuel delivery system as stock and designed by factory.
- C. Electric fuel pumps are permitted in accordance with WCDT safety requirements for fuel pumps.
- D. SUPERCHARGERS & TURBOCHARGERS - Factory Installed Superchargers or turbochargers are permitted in Pro Modified class. Dealership installations are not considered factory installations.

## PRO MODIFIED TRANSMISSION

- A. Every vehicle must use the stock transmission and clutch design.
- B. Stock Ratios must be used.
- C. The stock rear differential must also be used.
- D. All vehicles must have a functional reverse gear.
- E. Aftermarket axles and CV joints are allowed.

## PRO MODIFIED CLUTCH

- A. Billet clutches are allowed and may be modified in any way.
- B. After market springs, weights and helix are allowed.

## PRO MODIFIED SUSPENSIONS

- A. 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.
- B. Pro Modified: maximum width 72"
- C. Pro Modified: minimum wheel base = Stock; maximum wheelbase = Stock + 8"
- D. Any "long travel" suspension kits must be commercially available no later than 60 days before an event and in sufficient quantities to supply 75% of the event entries.

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