

ACTION RENTALS

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MONTANA MAYHEM OFF-ROAD RACE SERIES: RACE 1 RULES AND REGULATIONS

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INTRODUCTION

Kokomo Enterprises, LLC and Action Rentals (Both hereinafter referred to as AR), promoters of Frostbite Frenzy, (an ATV / SxS Competitive event) in no way guarantee against injury or death to participants, spectators, or any person or persons. No express or implied warranty of safety shall result from publication of or compliance with these rules and/or regulations. This document and any other rules and/or regulations are intended as a guide for the conduct of the sport only. ALL rules and/or regulations set forth herein are designed to establish minimum acceptable requirements and to provide for the orderly conduct of racing events.

All Action Rentals members, racers, and volunteers, willingly participating in these events are deemed to have read and agree to comply with these rules and regulations.

GENERAL RULES

1. Off road racing is a hazardous sport, and with participation being voluntary, no entrant, pit crew member or vehicle sponsor shall have any claim for damages, expenses, lawsuits or otherwise against promoter, track operator, AR, its officers, agents or directors arising from damage to any vehicle, personal injury or death, monetary loss of any kind whatsoever. Entrants, pit crew members or vehicle sponsors who voluntarily participate in any racing activities conducted under these rules waive any claim they may have against promoter, track operator, AR, its officers, agents or directors.
2. The director shall have the authority to penalize, disqualify and/or suspend any entrant or crewmember for the violation of these rules including special rulings, at any time, for any reason.
3. AR may issue special rulings to account for conditions presented by the location of the race, the condition of the course or any other circumstance.
4. Supplementary regulations may be issued for each event as necessary to amend, suspend or modify existing rules and regulations.
5. AR assumes no responsibility whatsoever for delays, postponements and/or cancellations of all or part of an event because of inclement weather, unsafe course conditions and/or any other reason.
6. AR members are not employees of AR. AR members assume all responsibility for all charges; premiums and taxes payable on any funds they may receive as a result of their participation in any AR sponsored event(s).
7. AR reserves the right to refuse and/or deny any entry application.
8. All ATV riders must have a working kill switch or tether cord kill switch (ATV).
9. No rider is permitted to carry gasoline except for within the machine's fuel tank.

10. Safety equipment and machine eligibility are the sole responsibility of the rider.
11. ATV riders must be 18 years old or older as of day of the current event, or must have parents / legal guardians present to sign waivers.
12. ABSOLUTELY NO PIT RIDING ALLOWED AT ANY TIME BY RACE VEHICLES (authorized units only, must have specific written consent to operate a vehicle within pit area)
13. AR reserves the right to uphold all policies and rules written or otherwise.
14. All AR Policies will be at the discretion of AR whether written or not.

ENTRANTS

1. Any entrant who fails to fully fill out and sign required entry forms and releases shall be disqualified and shall forfeit any prize money, points and contingencies won in that particular event. Entry forms and releases must be signed in person in front of AR Registration personnel. Identification will be required.
2. No entrant may enter racing areas until they have signed all releases and/or entry forms. No person shall sign the release or entry forms for anyone other than himself or herself. Proper identification will be required (i.e., picture ID).
3. The entry applications of persons must be the age of 18 or older for both ATV and UTV competitions.
4. Any entrant who competes on a vehicle that he/she is not registered to ride or permits such action, shall forfeit any and all prize money, points and contingencies won in that particular event. Such action may result in vehicle disqualification.

EVENT COURSE

1. A marked course is the official route designated by and marked with official AR markings. All vehicles must follow this route during the event. No vehicle may deviate from the marked course at any time. Passing is only permitted designated at driver meeting. Short coursing is not permitted and will result in disqualification. Short coursing is defined as any deviation from the marked course resulting in either a time or position advantage. AR is not responsible for markings that are damaged or removed. All vehicles must proceed only in the correct direction of the course route or trail.
2. Riding backwards on the racecourse at any time is prohibited. Riding backwards on the course is grounds for penalties of up to and including disqualification.
3. Course may include trails, footpaths, roads, hills, motocross tracks, or any type of terrain, which can be negotiated by a SXS or ATV. The course will be open to inspection on the day of the event, after the course is clear from practice / previous events. Participants are permitted to walk the course only. If a rider leaves the course for any reason he/she must re-enter the course where he/she left. Riders must remain on the marked course. Markers may also include any device placed along the trail to help guide riders, including: ribbons, signs, stakes, hay bales, etc. If the original marking devices are knocked down, the rider must stay on the original marked course.

PROTESTS

1: The director, with or without protest, has the right to penalize, fine, disqualify, and/or suspend any vehicle or entrant for violation of any AR rules.

2: Another entrant within the same event may make technical protests as the entrant being protested. A \$250.00 cash fee ATV, \$500.00 cash fee for single cylinder SXS and \$650.00 cash fee twin cylinder SXS, must accompany protests for each item protested. The protest must be in writing along with the fee and be delivered to the director no later than 30 minutes after event results are protested. The decision of the director will be final. Winner of protest will get 80% of the fee.

3: 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:

A. The protester or their designated representative.

B. The protested competitor or their designated representative.

C. AR Officials.

4: A complaint filed for improper riding or conduct requires a \$25.00 cash fee. The complaint filed in writing with the director no later than 30 minutes after events results posted. A complaint may be verbally filed with any radio equipped AR official if entrant filing the complaint is broken down on the track. The official will notify the director of the protest.

5: Rider may appeal referee's decision to the Competition Committee. The Competition Committee will meet and rule on all appeals within 7 days. All competition committee decisions will be considered final.

5a: Rider protests may be heard by the Competition committee at the referee's request.

5b: Appeals will not be accepted related to matters for which no remedy is available. (For example: If the remedy would be to re-run an event.)

RULE INFRACTIONS/PENALTIES

1. The following legend of infraction penalties is a guideline used by AR in assessing penalties. These guidelines are not meant to infer that these are the only possible infractions or penalties that may be assessed against any entrant participating in an AR event.

- Race vehicle traveling on the racecourse in the reverse direction of the race, at any time: disciplinary action up to and including disqualification.
- Pit support vehicles traveling on the racecourse at any time: disciplinary action up to and including disqualification.
- Abusive (verbal or physical) conduct toward a race official: Disqualification, suspension, five hundred dollar (\$500) fine or any combination of the three.
- Short coursing: disciplinary action up to and including disqualification.
- Passing / Touching in any area outside of designated areas: 2 positions.

- Outside assistance is permitted in designated pit area or in the general parking lot: Any assistance given in any other location can have disciplinary action up to and including disqualification.
- All riders must start on the same bike/vehicle that they finish on, a rider may not change bikes/vehicle at any point during a race: Violation of this rule is a DSQ penalty.
- All Pro and Pro-am riders must race the same bike/vehicle they are racing during parade lap. Rider is not permitted to switch bike/vehicle after parade lap: Violation of this rule is a DSQ penalty.

RIDERS / DRIVERS

1. Only entrants that are listed on official AR entry form may ride the vehicle for which they are registered. No entrant may ride any vehicle for which they are not registered. Absolutely No Passengers on either ATV or SxS during race event. Absolutely no passengers during race. Race Driver only permitted.
2. AR reserves the right to change race vehicle numbers and/or background colors designations.
3. The driver must sign all entry forms and releases in person during the registration period to be eligible for contingencies, purse, etc. during that event. Identification will be required.

PITS (Rules apply to both ATV and SxS Pit Area/s)

ABSOLUTELY NO PIT RIDING - KIDS & ADULTS

If deemed necessary, up to 3 Pit passes may be issued per racing unit, only those personnel will be allowed in the pit area, there will be an additional charge, per pass. **See fees on page 3**

You may ride your unit to and from the track at first gear idle only for your race *Only* and rider must be wearing a helmet at All times. Riders must register for the race before riding their machine anywhere.

Anyone found Play Riding in the pits will be disqualified without a refund. **NO EXCEPTIONS.**

1. At all times, the rider assumes responsibility for the actions of their pit crew members, support crews, and all others associated with their organization. All pitting must be done in the designated pit area. No rider is allowed to carry gasoline except inside his/her machine's gasoline tank.
2. No vehicle shall be towed, pushed, pulled or transported by a non-race entered vehicle on the official course while an event is still in progress. Another race entered vehicle or an official AR vehicle may push, pull or tow the race-entered vehicle up to the nearest pit stop checkpoint. Only the vehicle occupant at the time of breakdown may push the vehicle through the finish line. No other person or persons will be permitted to assist in pushing, pulling or towing the vehicle. AR officials may assist the vehicle occupants if it is deemed necessary for the protection of the entrants.
3. Any pit support vehicle running on or near the racecourse will result in the entrant being disqualified. Any pit vehicle running backwards on the racecourse will cause race vehicle to be disqualified.
4. All pits must have the equivalent of a UL approved 5-lb. ABC fire extinguisher at all times: the extinguisher(s) must be physically held and manned during all gas related pit stops. Racers without a quick fill fuel system must dismount the vehicle when refueling in the pits.
5. No one under the age of 18 allowed in Pit Area.
6. No animals / pets allowed in Pit Area.
7. All entrants are responsible for cleaning the pit areas they use during the event.

8. Any pit crew members disregarding these rules will subject their rider to disciplinary action up to and including disqualification.

TECHNICAL INSPECTION (see additional forms: Tech-In Sheet)

1. IT IS THE ENTRANTS', RIDERS', OWNERS' AND SPONSORS' FULL RESPONSIBILITY TO MEET ALL AR RULES AND REGULATIONS.
2. Entrants must make all reasonable effort to arrive to staging at designated timing. (To be discussed during driver meeting)
3. AR reserves the right to subject any vehicle to a technical inspection at the direction of the technical inspector. In the event of a mechanical inspection, the rider will be responsible for removing or repairing the requested items to be inspected as directed. Failure to comply will result in disqualification of entrant and vehicle, and may result in suspension from future AR sponsored events.
4. Each racer must pass a technical inspection prior to their race by an AR official. This is to include the ability to start their own ATV without assistance and be able to push or pull their ATV at least 10 feet.

COMPETITION

The regulations herein apply to all classes unless otherwise noted in supplementary or specific class regulations. Modifications or optional equipment is not permitted unless the class requirements or safety regulations specifically state that it will be permitted. AR intent when prescribing specifications for safety equipment for vehicles that will compete under AR rules is to provide reasonable protection to all entrants, pit crews, officials and spectators. AR encourages all entrants to give full attention to safety requirements. Entrants must wear approved helmet, protective clothing, eye protection and safety equipment when operating a vehicle on the race course at any time.

SAFETY EQUIPMENT-ATV ONLY (See SXS section for specific information to UTV's)

1. Helmets - Helmets must be of the type approved by the Snell Memorial Foundation with a Snell or D.O.T. sticker attached. Straps must have D-ring fasteners. No snaps only, or Velcro only, 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.) AR strongly recommends that entrants use helmets specifically designed for racing.
2. Protective Clothing - Protective clothing accessories are required to include but not limited to gloves, race pants, race jersey, and boots.
3. Eye protection - Shatter resistant eye protection is required for all motorcycle/quad/sxs entrants competing in an AR event.
4. Emergency Kill Switch- All ATV's must have a tether cord kill switch. Nerf bars or floor boards are required on all entrant vehicles.

SXS / UTV Section

CLASSES (Side by Side)

The SXS rules are designed to keep racing low cost and ensure that what is raced on Sunday can be purchased on Monday at your local dealer.

Production SXS Definition - All stock suspension mounting points must remain in the stock/OEM location and the stock center cases must remain for the engine. All other changes are allowed.

Stock SXS Definition - 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#. The full factory air intake system from the primary air box housing to the engine must remain stock OEM. All other changes are allowed.

The Classes for Side x Side Racing, for this event: Frostbite Frenzy 2018, are as follows:

Production 700

Production 800

Production 1000 and Production 1000 Turbo: These two definitions will combine for this event to be 1 class and considered 'Pro' for this event, this year.

If enough entrants for other Model or CC units present the need we will open the racing classes that day upon that determination.

SUSPENSION COMPONENTS

1. SHOCK ABSORBERS -

Stock shocks or aftermarket replacement shocks are permitted so as far as the original chassis mounting points are retained. Factory mounting position may have material added for the purpose to strengthen, but must retain the factory material, and specifications. Upper shock mount can be repositioned but must be an off the shelf bolt in kit. No weld in mounts allowed.

2. BUMP STOPS -

Hydraulic Bump stops are not permitted

3. Long Travel Suspension -

Suspension kits must be aftermarket off the shelf suspension kits readily available for sale and must not exceed an outside track width of 77".

4. Stock factory suspension pivot point-

Specifications must be retained and connecting points must be free of cracks and in good physical condition as determined by the Chief Technical Inspector or his/her delegate. Factory suspension pivot points may have additional material added for the purpose of strengthening but factory material must not be removed.

WHEELS & TIRES

1. Tires shall be visually checked for condition and must not be considered obviously unsafe by the Chief Technical Inspector.

2. Maximum tire size is unlimited.
3. Tires must be factory-built readily available. Tires from any ATV/UTV tire manufacturer are permitted.
4. Tire studs, screws, or any other items added to the tire are not permitted.
5. Grooving, sipping, or other modifications that involve removing material from the tire are permitted.

ELECTRICAL SYSTEM

1. **IGNITION** - Each vehicle must have a positive action on/off ignition switch. The switch must be labeled "ignition on/off" and be located within easy reach of the driver and from the outside of the vehicle.
2. **BATTERIES** - Batteries must be securely mounted.
3. **LIGHTS** - All UTVs must have a minimum of two taillights, two brake lights. All lights must be in operating condition at time of inspection. All rearwardfacing lights (taillights, brake lights, must be in operating condition before the vehicle will be permitted to start the race. All rearward-facing lights must be protected against damage in the event of a rollover. Tail lights/brake lights must be at least 3 inches in diameter, or meet AR approval. They must be mounted in such a manner as to be clearly visible from the rear of the vehicle. 1.6.4: **STARTER** - All vehicles must be self-starting by use of an onboard electric starter.
4. **HORN** – All vehicles must be equipped with a horn or siren. The horn or siren must be loud enough that it can be clearly heard over a running engine. The horn or horn switch must be mounted in a location that can be reached by the driver while wearing a safety harness.

FUEL SYSTEM

1. **FUEL** - Any of the following commercially available fuels may be used:
 - **A:** Service station pump gasoline (the type normally used in passenger vehicles for highway use, this also includes E85.)
 - **B:** Racing gasoline as manufactured
 - **C:** Commercial aviation gas
 - **D:** Diesel fuel (including bio-diesel)
 - **E:** Propane or natural gas.
 - **F:** Commercially produced, nationally advertised fuel additives may be used.
 - **G:** No alcohol, or nitro-methane is permitted. Nitrous Oxide is not permitted.
2. **Stock fuel systems** - Unmodified stock fuel systems are approved
3. **Modified fuel systems** - Safety fuel cells are required for any vehicle that has modified its factory fuel system. Safety fuel cells shall consist of a bladder enclosed in a smooth skinned container. The container shall be constructed of 20-gage steel, 0.060 Inch aluminum, or 0.125 inch marlex. All fittings must be built into the container skin and bonded to the container skin as an integral part of the tank or mechanically sealed by a ring and counter-ring system by either flat joint or an O-ring. Internal baffling is mandatory in all fuel cells. Foam is an acceptable internal baffling. Bladder construction shall be of nylon or Delcron woven fabric impregnated and coated with a fuel resistant elastomer, rotary molded polymer cells are acceptable when encapsulated in a container constructed of 20-gage steel, or 0.060 inch aluminum.
4. Fuel tanks shall be mounted in a fashion to protect the tank from damage due to a rear-end or side collision, impact from debris or rocks from below the vehicle, damage due to roll over, or the possibility of damage from chassis flex. Firewalls and/or bulkheads must separate the driving compartment from any fuels, engine fluids, and acids. Rear mounted Fuel cells higher than drivers shoulder must extend fire wall to 2 inches above fuel cell.

5. 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 open during vehicle movement, rollover, or accidental impact.
6. The fuel vent line if so equipped must vent outside of occupants' compartment and be directed away from the engine and exhaust system.
7. All fuel fillers attached to the frame or a body panel must use a flexible coupling to the tank. All fuel fillers must be surrounded by a boot or splashguard. (Body panel is acceptable as a splashguard if it is sealed.) Splashguard must direct fuel out of the vehicle and away from occupants.
8. Factory ECU's must be retained; aftermarket tuners are approved. Stand-alone aftermarket ECU's are prohibited. Aftermarket CDI is acceptable for carbureted rhino models.
9. Fuel mats are recommended for all refueling. No vehicles shall be refueled outside approved pit locations. Storage of fuel in the pits shall consider safety the highest priority. Check with local event restrictions concerning the storage, transportation, and transfer of fuel. AR highly recommends the use of safety tape and "No smoking/No open flame" signs in the area surrounding fuel storage and transfer locations.

ENGINE TRANSMISSIONS TRANSFERCASE & DRIVELINE

1. Engine make is limited to the stock configuration from the manufacture not to exceed 1000CC.
2. No snowmobile or motorcycle engines allowed. Air cleaner, header pipe, exhaust pipe, muffler and clutch can be changed and or modified.
3. Factory installed turbos are allowed in the Pro Turbo Production UTV Class, however factory geometry must be maintained on the turbine and impeller. No aftermarket intercoolers will be allowed. Turbochargers must be OEM stock. No modifications or changes are allowed.
4. Unlimited and Sportsman UTV classes; Any turbocharger is allowed. Any modifications are allowed. Any ECM/ECU is allowed. Any fuel controller is allowed. Any engine electronics are allowed.
5. FUEL CONTROLLERS Pro Production class is allowed to use aftermarket fuel controllers. Pro Turbo Production class is NOT allowed to use aftermarket fuel controllers.
6. Engine shall be free of leaks.
7. Entrant may replace a complete engine during an event. Entrant will be deemed to have replaced a complete engine if the case has been replaced.
8. Every vehicle must have a functional reverse gear.
9. Transmissions are limited to stock as supplied from the manufacture. Transmission shall be free of leaks.
10. All vehicles shall be 4-wheel drive
11. All throttles, whether controlled by hand or foot, must have at least one return spring of sufficient stiffness to instantly close the throttle plate when the throttle is released. Carbureted vehicles must have at least two throttle-return springs, at least one of which must be attached to the carburetor. All vehicles should have at least one throttle return spring at the throttle plate and one at the throttle control (pedal or hand control). Computer controlled throttles (Electronic Throttle Control or "drive-by-wire" systems) are exempt from the requirement to have a return spring at the throttle body, but must have a return spring at the throttle control (pedal or hand control) or maintain the stock OEM system. A positive stop or throttle override system must be used to prevent throttle linkage from sticking in an open position.
12. A hand throttle may be used if physical limitations require use of such device. Hand throttles must meet the same requirements as foot throttles, and must meet with the approval of AR
13. Oil coolers, transmission coolers, and radiators located in front of the vehicle occupants must have a shroud that, in the event of a rupture or leak, will prevent liquids from blowing back or leaking onto the

occupants. All hoses running through the passenger compartment must be shielded. Steel braided hoses do not constitute a shield.

14. All vehicles must start event in good working condition.

GENERAL VEHICLE COMPONENTS

1. The vehicle occupants must be able to easily enter and exit unassisted with the vehicle in any position. Firewalls and/or bulkheads must separate the driving compartment from any fuels, engine fluids, and acids.
2. Official vehicle weight shall be the empty dry weight of the vehicle. Empty dry weight is measured without fuel, spare tires, tools, spare parts or occupants in vehicle.
3. Stock floorboards as delivered from manufacture are required on all vehicles. Floorboards must cover the entire area from in front of the pedal assembly to behind the seat(s), and from the outside edge to the outside edge of the vehicle.
4. No hazardous front or rear bumpers, nerf bars, frame heads or other protruding objects from vehicles are permitted. Ends must be capped and rounded to prevent any sharp edges. Bumpers and nerf bars must be designed in a way that reasonably minimizes the chance of two vehicles becoming locked together.
5. A rear view mirror is required on all vehicles. Mirrors must have at least six square inches of mirror surface. Mirror must have a reasonably unobstructed view of area behind vehicle.
6. All spare parts and extra equipment carried on or in a vehicle must be securely attached or stowed to prevent movement during competition. All spare parts and extra equipment must be carried in a manner that minimizes the risk of injury to the vehicle occupants.
7. All vehicle body parts must remain on the vehicle (accidental damage excluded) during the entire event.
8. Chassis frame may not be modified from factory specifications. Vehicles are to retain overall UTV appearance as delivered from the factory.
9. Minimum dry vehicle weight less occupants is 1200 lbs.

Safety and General Rules for SXS classes.

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

Absolutely NO Passengers in SxS during Race. No co-pilots, mechanics, etc. Driver Only!

1. All vehicles must pass technical inspection prior to racing.
2. Failing technical inspection for class definition may result in redefining class, or DSQ.
3. All factory suspension a-arm, trailing arm pivot points must remain in stock location.
4. Superchargers are ONLY allowed in the SXS 1000 / SxS 1000 Turbo Production Class.
5. **Nitrous or any other pressurization/injection type system will not be allowed in any class.**
6. All vehicles must have a fire extinguisher 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. Must be mounted with a quick release type mechanism.
7. Race numbers- for this event: Frostbite Frenzy 2018, will be established on Race Day and may be different from future races. Future events will be a minimum of eight (8) inches tall. Number shall be readable from sides and rear facing of each car. Minimum four (4) inch number facing the front of the car above driver's front window. Extra-large roof top panel numbers are beneficial.
8. Aftermarket well-built roll cages made for racing are recommended. However, for this event: Frostbite Frenzy 2018 factory stock roll cages will be allowed. Please be aware that this will NOT be the case for

future events. Plan accordingly. Future events will require that factory cages will only be allowed if modified/reinforced and tied into rear bumper/frame at two points. Gusseting of the factory cage is highly encouraged.

9. Metal roof panels are encouraged but not required.
10. 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 encouraged.

SAFETY NETS -

- A. Approved safety nets are mandatory on all vehicles. Safety net must cover the complete open area of the cockpit on both sides of the vehicle to the extent that it is impossible for any limb or body part of any occupant to protrude from the vehicle, at any time, when the occupant is properly seated and strapped in their normal driving / riding position.
 - B. Nets must be installed on the inside of the roll cage to prevent them from being damaged or coming off in a roll over or slide on the side.
 - C. Nets attached to doorframes are permitted when Door frame is equipped with a latch that prevents it from opening and locked permanently closed.
 - D. Nets must be installed so that the occupants can release the netting unassisted and exit the vehicle regardless of the position of the vehicle.
 - E. The net border or edge and the net attachment must be made of materials that are as strong as, or stronger than, the net itself.
 - F. Net attachments must be at a minimum of every 6 inches. Acceptable attachments include, but are not limited to: steel hose clamps, snaps, lift-a-dot, metal hooks, and steel rods.
 - G. Nets must be tight so that when subject to a pushing force of approximately 50lbs the net deflects no more than four inches.
11. 2" wide, 5 (five) point restraint system for driver and occupant are strongly encouraged. Stock seatbelt may be used for this event only: Frostbite Frenzy 2018, but be aware this will change for all future events. Plan for the change. The 5 (five) point system must include an antisubmarine belt that is at least 2" wide.
 12. Certified head restraint system certified by SFI or FIA is encouraged for all classes. NECK RESTRAINTS-AR will require that any and all persons driving or riding in any class race vehicle wear a frontal head restraint (FHR) bearing the SFI Foundation's 38.1 manufacturer's certification label. No Exceptions.
 13. Full personal safety gear must be worn to include:
 1. Encouraged:

Fire retardant suits must be worn that cover from neck to ankles.
 2. Required:

Helmets: Full Face Helmet, (with or without shield) gloves, goggles, shoes or racing boots.
 14. Motorcycle type race gear will NOT be allowed as it is extremely flammable.
 15. All amateur SXS classes will be staged on a first come first serve basis; staging will begin at the time denoted at the drivers meeting.
 16. There is no passing / touching except designated passing points to be discussed at driver meeting. Passing in the any other location will result in disciplinary action up to and including disqualification. Destruction of the track will result in time penalty, monetary fine and or disqualification.
 17. All SXS Racers and/or representative must attend and sign in at the mandatory drivers meeting. Meeting times will be posted at registration booth. Failure to attend will mean loss of staging position.
 18. All SXS must have full body plastics on vehicle.

19. 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.
20. All SXS 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. Any variance to this will be discussed at the drivers meeting.
21. During any process where AR 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 5mph. Racers cannot gain on other racers in this same area. Any violation of this safety zone will mean automatic disqualification of the racer.
22. No unit may enter race more than 3 times, and must be in same class.

ENTRY FEES and PAYOUTS

Frostbite Frenzy Entrant fees are set at \$70.00 for UTV or ATV Race Event, for Adults (age 18 and older) on race day. Early registration: \$60.00; \$10.00 for Youth (age 13 – 17) no early registration discount; and Kids 12 and under are free

Cash Payout for Adult competitions determined by number of entries, generally racing is for Trophies and Points. As each event grows, so will payouts. If payouts occur: split will be determined by amount of entries and are generally paid to 1st, 2nd, and 3rd places with 1st place drivers having the option for the dash for cash portion by buying in with payouts and racing the “Frenzy” at the end of the day; Cash payout will be determined for Youth division, on race day, based on entries. Kids 12 and under: competitors will receive either or all of the following: ribbons / trophies / plaques

REGISTRATION INFORMATION

Fill out Registration form at:

[Online Registration](#)

[Online Rules and Regs, Volunteer Form, Event Waiver and more](#)

When you’ve completed the form, you’ll receive a confirmation email. Return all forms via email for faster registration on event date. Bring your originals with you, along with Driver License or State Issued ID.

Pre-Registration is not required but strongly encouraged due to limited registration times on the day of the event. Payment for registration is due at event, when checking in for number.