

# 2024 Heartland Racing Association SXS Short Course Rules



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# 2024 HEARTLAND RACING ASSOCIATION GENERAL RULES

## PREFACE

"The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all Heartland Racing Association ("HRA") events, and, by participation in these events, all HRA racers are deemed to have acknowledged, accepted, and complied with these rules. No express or implied warranty of safety shall result from publications of, or compliance with these rules and/or regulations. The rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others."

**HRA rules are the sole property of Heartland Racing Association. Use of these rules by any other organization or individual is forbidden unless prior written consent is given by HRA.**

**HRA, its parent, affiliates, members, officers, directors, or staff, assumes no responsibility, legal or otherwise, for failure or malfunction of any products of manufacturers listed in this rulebook. HRA is NOT liable for actions or decisions made by individuals, promoters, or organizations, etc. using HRA rules.**

Specifications and/or suggested standards contained in this rule book are intended for use as a guide with respect to safety and for no other purpose either expressed or implied. The use of the specifications and/or suggested standards contained herein by any association, organization, manufacturer, or individual is entirely voluntary and **HRA** will NOT accept any responsibility for consequences resulting from the application of said specifications and/or suggested standards.

## TERMINOLOGY

**HRA** – Heartland Racing Association

**HRA Rules** – The rules in this rule book, along with any amendments issued by HRA

**HRA Officials** – Any person appointed by HRA to officiate at an HRA event either as an employee or independent contractor.

**HRA Event** – An HRA sanctioned motor sports event, to include the designated race as well as all periods for track move-in, registration, pre- and post-race inspections, time trials, qualifying races, practice, and track move-out.

**Participant** – A driver, crew member, team owner, mechanic, or any other team member or person who participates competitively in an HRA event.

**OEM** – Original Equipment Manufacturer

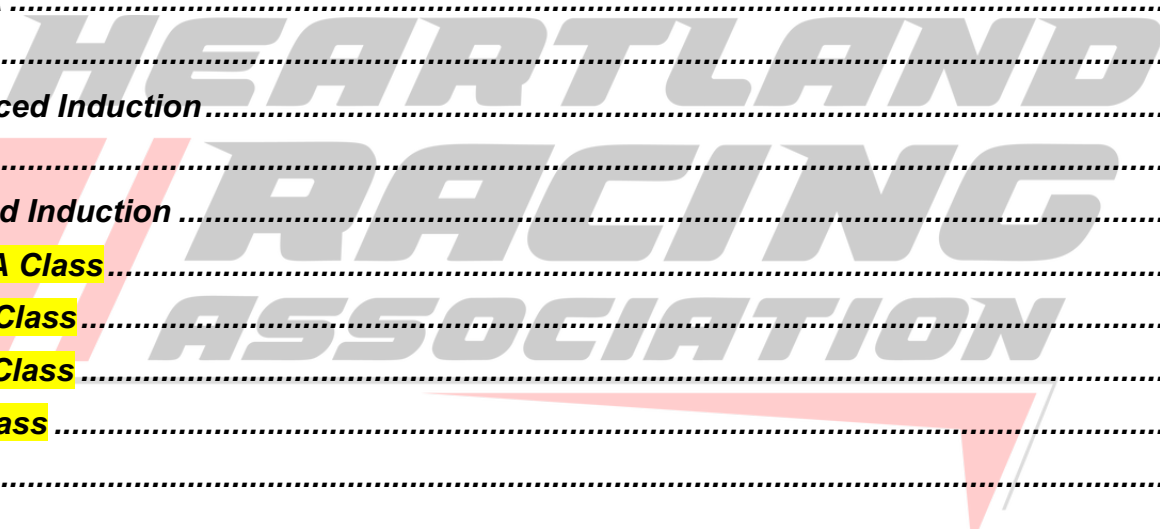
**Race Vehicle** – Any vehicle, prototype, or model that fits the specifications in this rulebook.

**DOT Tires** – Department of Transportation approved, street legal tires.

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# HEARTLAND RACING ASSOCIATION GENERAL RULES

## SECTION 1 – RULE BOOK

- 1.1. **Effective Date** – The HRA rules are effective upon the date of publication regardless of when a competitor receives actual notice.
- 1.2. **Amendment** – HRA rules may be amended or changed by written notice from HRA at any time. The amendment/change is also effective upon the date of publication.
- 1.3. **Interpretation and Application** – If there is a disagreement regarding the meaning or application of the HRA rules, the interpretation and application by the HRA officials at the event shall prevail. This decision is final and non-appealable.
- 1.4. **Finality of Interpretation and Application** – All participants, including but not necessarily limited to competitors, team owners, sponsors and officials, expressly agree that determinations by HRA officials as to the application and interpretation of the rules are non-litigable, and covenant that they will not initiate or maintain litigation of any kind against HRA or anyone acting on its behalf with respect to such determinations, unless it is determined that the HRA officials made such determinations for no other purpose other than a bad faith intent to harm or cause economic loss to the participant or official. In the event that a participant violates this covenant and initiates litigation, it is agreed that the participant will reimburse HRA for all litigation costs and that the right to a trial by jury will be waived. HRA reserves the right to take any other action hereunder, including suspension or termination of license/membership for violation of this covenant not to sue.

## SECTION 2 – SAFETY

- 2.1. **Responsibility** – Off road racing is a dangerous sport. Each participant assumes the risk of bodily injury, death, or property damage when he/she participates in an event. Although safety is a concern, HRA cannot be held responsible for the safety of participants.
  - A. HRA considers safety a top priority and works with competitors, track owners, manufacturers, and outside experts to exchange useful information regarding safety designs, products, practices, and procedures and to publish and amend rules to reflect the latest safety practices as needed. HRA is not and does not claim to be an expert in safety standards, designs, practices, or procedures, nor is HRA a standards organization or a designer, manufacturer, or seller of safety-related products, facility, or vehicle designs.
  - B. All officials and participants are obligated to inspect the racing facilities, safety personnel, equipment, and conditions at the track on a continuing basis throughout the event. Any inadequacy should be reported to senior HRA officials immediately.
  - C. Participants are solely responsible for their own safety when performing duties as a driver, owner, or crew member and should carry out these duties in a way that ensures minimum amount of risk or injury to themselves and others.
  - D. Neither HRA nor the track owner will be responsible for the adequacy of a participant's race vehicle, equipment, or racing activity.

- 2.2. Injury Reports** – Any participant involved in an accident while on the racing premises must report to an HRA official before leaving the premises if able to do so, or as soon as the participant is physically able.
- 2.3. Testing in unauthorized areas** – No race vehicles are permitted to test or drive at high speed any time on any event grounds/facility when not on the racetrack in a controlled environment.
- 2.4. Track Walk** – Any authorized track walks must be done slowly with small vehicles (pit bike, SXS, golf cart) and no official race vehicles. No team member or driver is permitted to go onto the racetrack at any time other than authorized track walk times or with explicit permission from the Competition Director.

## SECTION 3 – PARTICIPATION

- 3.1. Eligibility/Requirements** – To participate in an HRA event, a person must:
- A. Age eligibility is determined for entry to a class as of the person's actual birthday. Maximum age eligibility or "Age Out" will be determined by using the person's age on the first event of that season. HRA will use the age as of that date for the entire season of racing.
  - B. Be at least 13 years of age and have prior approval from HRA for adult SXS classes.
  - C. Be at least 12 years of age for the Youth 1000 class. Drivers may be younger than 12 with race director approval.
  - D. Be at least 6 years of age for all other Youth classes. Youth drivers may be younger than 6 with race director approval.
  - E. Be approved by HRA officials prior to competing. Drivers may be removed from competition, qualifying or testing any time at the sole discretion of HRA.
  - F. If required by HRA officials, submit list of prior racing experience, pass driving ability tests, participate in other events - at the discretion of HRA officials.
  - G. Be physically fit in the sole discretion of HRA. HRA reserves the right to require an applicant to pass a physical examination by a qualified physician at the applicant's expense.
  - H. Execute and deliver all licenses, authorizations, releases, applications, consents, waivers, and other documents as may be required by HRA.
- 3.2. Minors** – Any applicant legally considered a minor under the laws of his/her state must also submit a fully executed and signed minor's release. This release must be signed by the applicant's legal guardian.
- 3.3. Suspension/Termination** – HRA may suspend or terminate a license or registration in the interest of off-road racing or HRA. The participant will not be obligated to a refund of any license or registration fees submitted.
- 3.4. Ejection** – An HRA official may eject a licensed participant from an event or from the racing premises to promote the orderly conduct of an event. An ejection is final and not appealable.
- 3.5. Interim Review of Qualifications** – HRA may review the qualifications of a licensee or registrant at any time and may require the licensee/registrant to submit to additional physical exams, to pass additional driver tests, to submit a resume of experience, or take any other action that HRA deems appropriate to determine whether the licensee/registrant continues to qualify for a license.

# HEARTLAND RACING ASSOCIATION EVENT PROCEDURES

## SECTION 1 – MEMBER OBLIGATIONS/AGREEMENTS/RELEASES

- 1.1. General Agreements** – By submitting an entry and/or participating in any activity related to an HRA event, a participant agrees to the following:
- A. All rules set forth in the HRA rule book and its amendments are applicable and will be followed.
  - B. All decisions of HRA officials are final, non-appealable, and non-litigable.
  - C. All participants voluntarily assume the risk of damage to the race vehicle, the driver, pit crew, or any other person and have no claim for said damages against HRA, track owners, officials, agents, or employees of HRA.
  - D. All participants assume full responsibility for any and all injuries sustained, including death and property damage, anytime they are in the racing areas or en-route to or from the racing areas.
  - E. All participants understand the risk of serious injury or death, which may result from racing, and that participants solely assume that risk when choosing to participate in an HRA event.
  - F. No participant may enter the racing areas (to include the hot pits) unless he/she has personally signed all required entry forms, waivers, release of liability forms, and pit permits applicable to the event.
- 1.2. Advertising and Promotion Release** – Each participant, by entering an HRA sanctioned event, grants to HRA and authorized agents and assigns a license to use and sub-license on an exclusive basis with regard to the products/services of the series sponsors, and otherwise a non-exclusive basis, his/her name, likeness and performance, including photographs, images and sounds of the participant and/or any of the participant's race vehicles in any way, medium, or material for promoting, advertising, and publicizing any HRA sanctioned event or related telecast or programming. Each participant hereby relinquishes to HRA in perpetuity all rights there to for such purposes.
- 1.3. Telecast and Other Rights** – Each participant, by entering an HRA sanctioned event, acknowledges that HRA, and licensees and assigns, exclusively and in perpetuity own any and all rights to broadcast, transmit, film, tape, capture, overhear, photograph, collect, or record by any means, process, medium or device whether or not currently in existence, all images, sounds, and data arising from or during any HRA sanctioned event or the participant's performance in the event, and that, except for works created pursuant to the fair use doctrine or the HRA Media Access Policy, HRA is and shall be the sole owner of any and all copyrights, intellectual property rights, and proprietary rights worldwide in and to these works and in to any other works, copyrightable or otherwise, created from the images, sounds, and data arising from or during any HRA event or the participant's performance in the event. Each participant agrees to take all steps reasonably necessary, and all steps requested by HRA, to protect, perfect or effectuate HRA's ownership or interest in these rights. Each participant agrees not to take any action, nor cause others to take any action, nor enter into any third-party agreement that would contravene, diminish, encroach, or infringe upon these HRA rights.

**1.4. Substance Abuse** – No HRA participant (Driver or crew member) may use or be under the influence of alcohol, drugs or any other controlled substance while competing. The Association reserves the right to require drug testing in order to assist its enforcement of the no alcohol and no drugs policy. Decision on drug testing and disciplinary action (which may include but is not limited to immediate ejection from an event, a fine, suspension, and/or a denial of further entry to any HRA events) is at the sole discretion of the Association.

## SECTION 2 – ENTRIES

**2.1. Entry Requirements** – In order to compete in an HRA event, a participant must complete and submit an official entry for each event by the deadline specified. HRA is not responsible for registrations not received or filled out incorrectly.

**2.2. Entry Approval** – Acceptance of any entry is at the discretion of HRA. A participant is not eligible to compete until entry is received and approved by HRA headquarters regardless of fees submitted.

**2.3. Late Entries** – In the event an entry is submitted after the specified deadline, HRA may accept the late entry with a late registration fee.

**2.4. Refund Policy** – All refunds must be requested through HRA Headquarters within 7 days of the scheduled event. Once a vehicle enters the racecourse, whether in practice or competition, a refund can no longer be issued.

## SECTION 3 – ELIGIBILITY

**3.1.** Vehicles must be a standard manufacturer production model that is currently available to the general public in the USA. Vehicle style must have a manufacturer production volume of at least 500. All new models/brands are subject to series pre-approval process which may include (but is not limited to) inspection, track time and data collection before being deemed legal for competition. To be considered for approval to run for the series championship during the 2024 season, all new models must be available and on dealership floors at least 30 days before the first event. Models that don't meet this requirement may be approved to run on a probationary status but will not be allowed to run for the season championship in this class.

**3.2. Vehicle Eligibility** – Only vehicles, parts, components, and equipment determined by HRA officials to meet the specifications set forth in the stated rules are eligible to compete in an HRA event. Determinations can be made at any time before, during, or after an event.

**3.3.** Engine and Transmissions must be from the same make/model as delivered from the manufacturer.



## SECTION 4 – INSPECTIONS

- 4.1 Time/Manner** – All vehicles, parts, components, and equipment are subject to inspection by HRA officials at any time and in any manner. Decisions made in regard to the time or manner of inspection are final, non-appealable, and non-reviewable.
- 4.2 Inspection Area** – Only those persons permitted by HRA officials are allowed in the inspection area.
- A. Technical Inspection area will be restricted to a maximum of 2 crew members in the Technical Inspection area at all times. Tech Director may allow additional team members to assist for advanced tear down in special circumstances.
  - B. Staging area will be restricted to the driver and 1 crew member at all times. Once vehicles have cleared pre-tech no modifications / adjustments are allowed for any reason while in staging or on the way to staging after leaving the tech area.
- 4.3 Competitor Obligations** – A participant must take whatever steps requested by HRA officials, including tear down of the vehicle to facilitate inspection. This may include but is not limited to installing inspection holes, inspection ports, and any other means of inspection deemed necessary. Any inspection that requires tear down or dismantling of any assembly to inspect components is the sole financial responsibility of the competitor and or team. HRA is not in any way financially responsible for any tear down or disassembly or reassembly of components to ensure rules compliance. In passing a vehicle through technical inspection, HRA does not warrant that vehicle's adherence to all rules. The participant is responsible for ensuring his/her vehicle is in compliance with all HRA rules at every event.
- 4.4 Pre-Qualifying/Race Inspection** – All vehicles must pass a technical inspection before entering the race track.
- A. If a vehicle does not pass this inspection it will not be allowed to compete unless, in the opinion of the HRA official, the deficiency will not adversely affect the race, cannot be corrected in time for qualifying for the race or it is insubstantial and does not warrant disqualification from the race.
  - B. If technical inspection is passed but a deficiency is noted on the inspection sheet, it must be corrected by the date and time specified or a penalty may be imposed.
  - C. All helmets and driver gear to be used during the weekend must be presented for pre-race inspection with vehicle. All gear must be clean.
- 4.5 Post-Qualifying/Race Inspection** – All vehicles must either be inspected or released from inspection by an HRA official at the conclusion of each race/qualifying session. If a vehicle leaves the inspection area without being cleared by an HRA official a penalty may be imposed. No one including Team members or drivers are permitted to “tamper” with the vehicle in any way in preparation for post technical inspection.
- 4.6 Technical Penalties** - Penalties imposed for technical infractions are final, non-appealable, and non-reviewable. Penalties may include position change and/or disqualification from one/multiple events.

**4.7 Equipment/Parts Failing Inspection** – HRA can confiscate any illegal parts and/or equipment found during any inspection. Any items confiscated will not be returned and no compensation will be made for these.

**4.8 Sealing/Impounding** – HRA has the right to seal or impound race vehicles or parts for inspection purposes. HRA assumes no responsibility for those parts or vehicles.

## SECTION 5 – RACE PROCEDURES

**5.1. Finality** – All decisions made by HRA officials involving race procedures are final and may not be appealed – subject only to review if one or more officials determine that a review is required. If a review determines that action is required, officials reserve the right to revise race results, impose penalties, and/or award or subtract points.

**5.2. Driver/Crew Responsibilities** – The driver is ultimately responsible for the behavior and actions of all members of his/her team to include crew members, team owners, and spotters. Penalties can be imposed on drivers for actions taken by members of his/her team.

- A. Drivers must check in on time and attend all driver meetings.
- B. Drivers not able to attend a drivers meeting, must have a crew member stand in for them and must notify the Competition Director prior to meeting start.
- C. Drivers must be on time to compete in events as scheduled. Any driver or vehicle that is not ready to compete at the designated race time may be sent to the back of the field or be disqualified from the race completely at the discretion of HRA officials.
- D. An eligible driver may drive any qualified vehicle in any event. A rookie driver must have practiced in the vehicle before driving it in competition.
- E. A driver may not attempt to qualify more than one vehicle per race division.

**5.3. Engine Replacement** - Engines may be replaced during an HRA event only after the HRA technical director has been notified. Any engines removed for any reason must be brought to tech for inspection and the replacement engine must have it's registration paperwork turned in prior to clearing tech and entering the racetrack for competition. Engine seal numbers will be tracked back to engine declaration sheets turned into tech.

**5.4. Starting Positions** – Drivers who do not draw or enter after the close of registration for an event will be placed at the back of the field.

- A. All Classes must qualify to determine starting position for any race.
  - 1. All competitors will be offered a chance to qualify when possible for each event.
  - 2. Each competitor will be given a joint session with other competitors on the track to record lap times. The fastest lap time will be the top qualifier for each class.
  - 3. The top qualifier will be eligible to have his/her spotter draw from the pill can for the inversion of the field. Pill draw will be a maximum of 50% of the entries.
    - o **Pill Draw** Fastest qualifier will draw a numbered Pill.
      - A Zero is no inversion
      - A (1) would be the first 2 rows invert. 1<sup>st</sup> row would go to 2<sup>nd</sup> and the 2<sup>nd</sup> row would go to 1<sup>st</sup>.
      - A (2) would invert the first 3 rows, so the 1<sup>st</sup> row would go to 3<sup>rd</sup> , the second row would go to 1<sup>st</sup> and the 3<sup>rd</sup> row would go to 2<sup>nd</sup>.

4. In the event qualifying is not possible for reasons out of our control the grid will be determined by championship points standing.
5. Any competitor that fails to qualify may still race but will start at the back of the starting grid behind all other vehicles.
6. In the event of an exact tie for fastest lap for qualifying the tie will be broken by 2<sup>nd</sup> fastest lap. If still an exact tie for the 2<sup>nd</sup> lap time we will use subsequent laps until the tie is broken.

#### **5.5. Race Start**

- A. Starting grid position will be established by HRA prior to each event.
- B. Race vehicles must be in the staging area thirty minutes prior to the beginning of the race.
- C. All vehicles must be ready to race when entering the starting grid.
- D. Late vehicles may start after the green flag, only with permission from an HRA official.
- E. Making contact with the official pace truck may result in disqualification. This is not appealable. Passing the pace truck without permission may also result in a penalty.
- F. Scoring and timing of the race does not begin until the official starter waves the green flag. Any vehicle that does not maintain its designated position to that point may be repositioned and/or penalized by HRA officials at their discretion.

**5.6. Race Halt** – HRA officials may stop a race at any time the track is deemed unsuitable for racing. Under adverse conditions, a race may be called official after 50% of the laps have been completed, or if any race is halted due to exceeding the allowed time limit for that race, at the race director's discretion.

- A. When a race is halted prior to the completion of one lap, there may be a complete restart in the original starting position.
- B. When a race is halted after the completion of one lap, vehicles will line up in the order in which they were running at the completion of the last full lap before the halt. If there is no restart, drivers will be scored and paid on the positions they would have held in a restart.
- C. When an event is halted due to rain or adverse circumstances prize money shall only be paid for the races completed. HRA may reschedule the event to a mutually agreeable date. In that case, the incomplete races would be finished first, and original entries would start in the position they were halted in previously.

**5.7. Race Start/Finish Line** – The official race start line will be indicated at each event during pre-race driver's meetings. The start line may be different from the finish line.

#### **5.8. Racecourse Procedure**

- A. A vehicle may be pulled from competition at any time if an HRA official feels it is a hazard to others.
- B. If a vehicle gets off the designated racetrack, speed must be reduced significantly, and the vehicle must merge back into the line safely without gaining time or position.
- C. Yellow Flag - Caution Procedures
  1. In a caution where no penalty is imposed any vehicles charged with the caution may be put to the back of the pack.
- D. Any competitor that has gone one or more laps down must use additional courtesy to the vehicles still on the lead lap. Any competitor attempting to pass the leader(s) to get back on the lead lap must make the passes with very limited or no contact at all.

E. Competition Rules Definitions:

1. Heavy contact – when one race vehicle contacts another race vehicle with enough momentum and or force, that the other race vehicle is significantly displaced.
2. Light contact - when one race vehicle contacts another race vehicle with very low momentum and or force, as not to significantly displace the other race vehicle.
3. Defensive move – a race vehicle intentionally moving left or right in order to block or reduce the momentum of another race vehicle.
4. Incidental contact - contact that is believed to be unplanned or unintended, sometimes in conjunction with something else.
5. Holding your line – a race vehicle maintaining its course, path or trajectory. (Following the arc or radius of a turn within the track limits).
6. Aggressive Driving – being at the limit of light contact, multiple light contacts within the same race, the appearance of not being in control and or putting others at unnecessary risk.

F. Competition Rules: A competitor may receive a penalty for any of the following listed below.

1. Intentional contact on the approach to a jump that results in a race vehicle leaving the jump in an unsafe manner.
2. Heavy contact.
3. Light contact that is maintained: both parties must try to detach or break contact immediately.
4. When one race vehicle forces another race vehicle outside of, or off the competitive racing surface.
5. If a race vehicle makes more than one consecutive defensive move.
6. Driving through another race vehicle.
7. Not reducing speed when a spin, crash or other incident is happening in front of your race vehicle.
8. Not reducing speed when not on the racing surface.
9. If there is intentional contact made at any time other than under green flag (racing) conditions.
10. If more than one warning for the same offense is given during the same race to the same race vehicle.
11. Cutting the course.
12. Not holding your line.
13. Aggressive Driving.

**5.9. Official Competition** – All races will run until the checkered flag is shown to the leader.

**5.10. Team Spotters-** All teams in all divisions are required to have **one spotter per race vehicle**, in the HRA designated area any time the race vehicle is on the racetrack.

- A. Spotter must check in with the HRA official in the designated spotter area before the start of the race and must remain in the area as long as his/her vehicle is on the track.
- B. Spotters must have 2 working radios consisting of 1 working “listen only” radio (Nitrobee or raceceiver) and headset with the ability to hear the competition director as well as 1 two-way radio to communicate directly with the driver in the race vehicle.
- C. Drivers may be penalized for inappropriate spotter behavior.
- D. Spotters must have vehicle numbers marked clearly on front and back of person so as to be easily visible to HRA officials. Numbers must be black on a white background with a minimum size of 2 inches by 3 inches.

## SECTION 6 – FLAG SPECIFIC RULES

**6.1. Green Flag (Start/Restart)** – All race vehicles must remain in appropriate positions until the race is started as outlined below signifying the start or restart of the race.

### **A. For classes being started by the pole sitter (designated by race director)**

1. Each race will have a designated start box marked by start line and designated end of start area line (the start box). On any start or re-start the pole sitter will start the race on his/her discretion upon entry of the start box and before leaving the start box area.
2. No competitors are permitted to start the race until the pole sitter starts or penalties may be applied.
3. An official will waive the green flag when the pole sitter starts the race. (see section 5.5 section F for more detail on green flag / start)
4. It is the responsibility of the pole sitter to maintain a consistent pace to the start area and will not be permitted to “brake check” or slow speed as set by the pace truck or about 25 MPH before entering the start box. Failure to comply may result in a penalty to the pole sitter, including losing positions.
5. If the pole sitter does not start the race before leaving the start box area the flag man will waive the green flag and all competitors are free to start at will regardless of the pole sitter actions.
6. On standing starts, the Official Starter will indicate the start of the race by waving the green flag or by some other means.
7. In the event of a caution on a start or restart before a single lap is completed the following will apply:
  - a) In the event of a full caution before one lap is completed we may have a full restart.
  - b) If a single vehicle caused the incident alone he/she may be placed at the back of the pack for the restart.
  - c) The field will be re-gathered based on the starting position from that start attempt. If some vehicles are damaged and will not continue those positions will be vacated and left open in the field. If a full row is vacated the next row will move forward to remove the gap in the field.
8. In the event of a complete restart, all vehicles that took the first green flag will be awarded the appropriate finishing position based on the position in the field. Starting grid position settles any multiple vehicle issues in the same location on the track.

### **B. For classes being started by the flagman (designated by race director)**

1. Each racetrack will have a designated start box marked by start line and designated end of start area line (the start box). ON any start or re-start the flag man will start the race on his/her discretion upon entry of the pole sitter into the start box and before leaving the start box area.
2. No competitors are permitted to start the race until the green flag is waived or penalties may be applied.
3. It is the responsibility of the pole sitter to maintain a consistent pace to the start area and will not be permitted to “brake check” or slow speed as set by the pace truck or about 15 MPH before entering the start box. Failure to comply may result in a penalty to the pole sitter, including losing positions.
4. On standing starts, the Official Starter will indicate the start of the race by waving the green flag or by some other means.

5. In the event of a caution on a start or restart before a single lap is completed the following will apply:
  - a) In the event of a full caution before one lap is completed we may have a full restart.
  - b) If a single vehicle caused the incident alone he/she may be placed at the back of the pack for the restart.
  - c) The field will be re-gathered based on the starting position from that start attempt. If some vehicles are damaged and will not continue those positions will be vacated and left open in the field. If a full row is vacated the next row may move forward to remove the gap in the field.
6. In the event of a complete restart, all vehicles that took the first green flag will be awarded the appropriate finishing position based on the position in the field. Starting grid position settles any multiple vehicle issues in the same location on the track.

**6.2. Blue Flag with Diagonal Yellow Stripe (Passing Flag)** – Race vehicles given this flag must prepare to yield to overtaking traffic.

**6.3. Yellow Flag (Local Caution)** – Race vehicle must immediately slow to 30 miles per hour or other speed indicated by HRA officials. No passing or Gaining distance is allowed under a yellow flag. A call on the Raceceiver by the Race Director of Yellow is to be treated the same as seeing the yellow flag displayed.

- A. Stationary yellow flag indicates a full course caution situation.
- B. Waving yellow flag indicates a caution only in the area where the flag is being displayed. Vehicles must immediately slow until safely past the incident.
- C. Penalties may be imposed for vehicles not abiding by the yellow flag.
- D. Only HRA safety personnel will attend to race vehicles and drivers involved in caution incidents. HRA officials may request assistance from trained crew members as needed, but other than that crew members may not enter the racetrack to assist their vehicles.
- E. Vehicles may be placed at the back of the pack when a caution is called, and the driver is charged with the caution. Multiple vehicles may be charged with a caution.

**6.4. Red and Yellow Flag (Mandatory Caution)** Race vehicles must slow down and get behind pace car

**6.5. Red Flag (Race Stop)** – Race vehicle must stop in a safe manner immediately, regardless of your scored position on track

- A. Failure to obey the red flag will result in disqualification. This is not an appealable disqualification.
- B. Repairs or service of any nature is not allowed during a red flag. If a vehicle is in the hot pits being serviced, all work must stop immediately when the red flag is displayed. Work may resume when red flag has been lifted.
- C. Red and yellow flags together designate a complete restart before one lap has been completed. Damaged vehicles may go to the hot pit area for repairs and may restart the race in their original position or will be put at the back of the field at the race director's discretion. Timing on the restart is at the discretion of HRA officials.

**6.6. Black Flag (Penalty)** – Race vehicle must report to penalty area and remain until released by an HRA official. This flag will be displayed at the finish line only.

- A. The black flag may be displayed for rough driving, an unsafe vehicle, failure to acknowledge other flags, failure to adhere to HRA rules or directives, and other offenses at the discretion of HRA officials.
- B. After a black flag is displayed to the driver for three consecutive laps with no penalty served, scoring of the vehicle will be discontinued for the remainder of the race.
- C. If a driver receives a black flag during the final two laps and does not serve the penalty, HRA officials may drop the finishing position of the vehicle, deduct championship points, or both.
- D. Any black flag penalty may be a stop and go penalty or shall put the offending drivers' vehicle to the back of the pack. HRA officials will place vehicle back on track after penalty is served.
- E. Any competitor receiving a 2<sup>nd</sup> black flag penalty in the same race will not be allowed to continue.
- F. All black flag penalties must be served only under green flag conditions.

**6.7. White Flag (One Lap to Go)** – Display of the white flag at the finish line means the leader has started his/her last lap.

- A. In the event a full course caution is required on the white flag lap the field will be lined up based on the last completed green flag lap.

**6.8. Checkered Flag (End of Race)** – display of the checkered flag at the finish line means the race is completed. All vehicles must go to the designated finish area and remain there until released by an HRA official.

- A. When the checkered flag is displayed to the leader, the balance of the field receives the checkered flag in the same lap. Finishing position will be awarded according to most laps completed in the allocated amount of time, whether the vehicle is still running or not.

## SECTION 7 – TIMING AND SCORING

**7.1. Official Scoring** – All decisions of the designated HRA official scorer for an event are final unless a recheck has been requested by a driver or an HRA official.

**7.2.** Remote score timing devices will not be permitted by teams, owners, or anyone associated with an entry, unless approved by HRA.

**7.3.** All teams are required to have a remote timing transponders. Transponders must be HRA spec. Mylaps transponder and numbers must be recorded with HRA officials.

**7.4.** Drivers are responsible for the charging and installation of all transponders. Any entry without a properly charged, properly installed, functioning transponder may not be scored and may be subject to further penalty.

## SECTION 8 – VIOLATIONS AND DISCIPLINARY ACTIONS

- 8.1. General Procedure** – If it comes to the attention of HRA officials that a participant has violated an HRA rule or has acted in a manner that is detrimental to off road racing or to HRA, and the act warrants a penalty, the member will be notified by HRA officials of the violation, the circumstances involved, and the penalty imposed.
- 8.2. Emergency Action** – HRA reserves the right to take temporary emergency action against a participant in the event that he/she acts in a manner that can be considered a threat to the orderly conduct of an event. Such action may include ejection from premises, suspension of license, or any other action designed to remove the threat created. Consumption of alcohol or drugs before or during an event, fighting, inappropriate driving, and failure to obey any flag or other directive of an HRA official are examples of conduct that would warrant emergency action.
- 8.3. Payment of Fines** – Fines shall be paid to HRA headquarters promptly after receipt of penalty notice. Teams with outstanding fines will not be permitted to compete in future events. All unpaid fines can be collected by deduction from winnings. Any fines left unpaid at the end of the season will be grounds for refusal of a HRA license for the next year.
- 8.4. General Scope of Penalties** – Penalties for violation of HRA rules are determined by the severity of the violations and the effect on fairness of competition, the orderly conduct of the event, and the interests of off-road racing and HRA. Penalties may include, but are not limited to: disqualification, probation, license suspension, fines, or loss of points.
- 8.5. Unsportsmanlike Conduct** – Any participant found by HRA officials to be engaging in unsportsmanlike behavior or any inappropriate behavior that affects the orderly conduct of an event, the interests of off road racing, or HRA will receive a penalty. Drivers are solely responsible for the actions of all team members at all times. In the event that a team member shows unsportsmanlike conduct, HRA officials may penalize the driver for the actions of the team member in addition to any penalty imposed on the team member for his/her actions.
- 8.6. Severe Penalties-** Any participant found by HRA officials to be engaged in any repeat offense of a violation, a physical altercation or a vehicular act of aggression may be disqualified from one or multiple events and/or removed from the event and/or put on suspension/probation solely at the discretion of the HRA series director.
- 8.7. Tech Protest**
1. The HRA Race Director, with or without protest, has the right to penalize, fine, disqualify, and/or suspend any vehicle or entrant for violation of any rules or regulations.
  2. The right to protest shall rest only with any competitor taking part in the competition in question. This competitor may protest anything which is considered a violation of the rules.
  3. If a competitor believes that another competitor has or will obtain a significant unfair competitive advantage due to modifications to the race vehicle, he/she can file a protest. The protest must be made in writing and presented within 30 minutes after the end of the race accompanied by cash of at least \$500 or more depending on what is needed to test said alleged infraction.



4. A competitor is only allowed to protest one (1) competitor that finished one (1) position ahead of them. Example, 7th place cannot protest 1st place.
5. The race official shall determine whether the matter is a viable protest, and if so, shall decide the protest as promptly as possible and shall inform the parties to the protest of the decision. In deciding the protest, the Race Director may take whatever action deemed appropriate to further the interest of fairness. Such action includes, but is not limited to, revising official race results, imposing penalties, adjusting points, or taking no action.
6. Any entrant who has an official protest lodged against his/her race vehicle must submit to an inspection of the protested items. Failure to submit to inspection will result in automatic disqualification and/or suspension. Those attending the inspection(s) will be as follows: protester or their designated representative, the protested competitor or their designated representative, HRA Race Officials. No other person is allowed.
7. If the result is that the accused is in violation of the rules, the protest fee will be returned to the protester. If the protest is not sustained, the protest fee will be forfeited to HRA and the competitor may/may not be compensated for cost incurred in connection with the protest by HRA out of the protest fee. Any additional fees left will be incurred by HRA.

## SECTION 9 – POINTS

### 9.1 Eligibility for Points

- A. A driver cannot receive points for more than one race vehicle in the race.
- B. Points are awarded to the driver who occupies the grid under his/her registered vehicle number. Any driver changes must be reported to HRA to ensure proper scoring for the driver. If a different driver races the vehicle, a number change must be made and reported. All points follow the driver.
- C. To be eligible to receive points, the driver and race vehicle must enter the track and take the green flag to start the race.
- D. In the event of a complete restart, all vehicles that took the first green flag will be awarded the appropriate finishing position based on position in the field if they are unable to continue.
- E. To participate in year end points awards, the driver must compete in 4 out of 5 race events on the 2024 HRA schedule. The driver will receive credit for participation if his/her vehicle is damaged in qualifying and is unable to compete in the main event.
- F. In the event that a driver is unable to compete due to an injury, hardship or other special circumstance, another HRA licensed driver may act as a substitute driver. This driver substitution can only be done with prior approval from the HRA Competition Director for 1 race weekend in a season and must be approved by the HRA Competition Director in advance of the event.
- G. In the case of a tie for any position in year end points, the tie will be broken by using the greatest number of first place finishes. If a tie still exists, seconds, thirds, etc. will be considered until the tie is broken. If a tie still exists, the driver establishing the first victory of the season will prevail.
- H. Eligibility to participate in the points may be forfeited by any member violating HRA rules or regulations prior to the presentation of the awards.
- I. The points championship is not official until after the last race.

J. **Driver Points** – Points will be awarded according to the following point scale:

Position	Points	Position	Points
1	50	14	24
2	48	15	22
3	46	16	20
4	44	17	18
5	42	18	16
6	40	19	14
7	38	20	12
8	36	21	10
9	34	22	8
10	32	23	6
11	30	24	4
12	28	25	2
13	26	26	1

K. **Driver Bonus Points** – Points for qualifying will be awarded according to the following point scale:

Position	Points
1	5
2	4
3	3
4	2
5	1

L. **Points for Leading to the competition Yellow: 2**

# HEARTLAND RACING ASSOCIATION SAFETY RULES

*The aforementioned safety rules will apply to all registered classes:*

## SR-1 Equipment

- A. No passenger is allowed on the race vehicle any time the vehicle is in motion.
- B. No race vehicle is permitted on the track without approval from an HRA official.
- C. No driver will compete in any event with his/her head or arm extended outside of the vehicle.
- D. Pit vehicles must be driven in a safe manner and may not be driven by anyone under 14 at any time other than a driver registered and banded.

## SR-2 Driver's Wear

- A. One-piece driver suits are required. The suits must cover from the neck to the ankles and to the wrists. All suits must have the SFI label attached and meet SFI Spec 3-2A/5 or higher. FIA 8856-2018 or FIA 8856-2000 with attached label is acceptable as well. Or a SFI 3.2A/1 suit with Nomex Under Garments.
- B. Drivers must wear gloves and driving shoes that meet SFI Spec 3.3/5 or higher and have the SFI label attached. FIA 8856-2018 or FIA 8856-2000 with attached label is acceptable as well. Gloves may not be modified or have any holes in them. If at any time any HRA official notices a driver missing a glove or having a glove with holes or fingers cut out the driver will be black flagged from the track immediately and it will be the sole discretion of the competition director if the driver will be allowed to re-join the race or if they will be parked for the duration.
- C. Drivers must wear full length socks of fire-retardant material at all times.
- D. Drivers must use a full helmet skirt made of fire-retardant material or approved fire-retardant head sock at all times.
- E. All driver apparel must be clean, in good condition, and free from rips or worn areas.

## SR-3 Helmets

- A. Full face helmets with a Lexan shield are required.
- B. Helmets must be certified to a minimum one or more of the following standards:
  - 1. Snell Memorial Foundation SA 2015 or better with a legible SFI sticker attached.
  - 2. SFI Spec 31.1/2010 or youth helmet SFI spec 24.1 with a legible SFI sticker attached.
  - 3. FIA 8868, FIA 8858-2010, 8859-2015, 8860-2010 with a legible FIA sticker attached.

## SR-4 Eye Protection

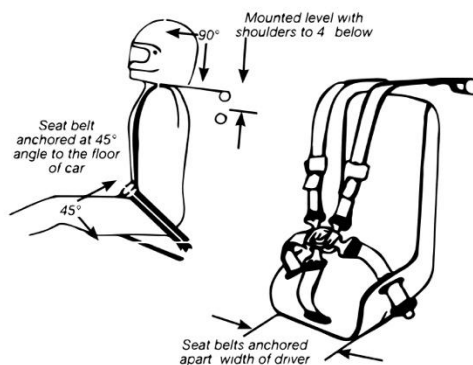
- A. It is required that drivers wear eye protection in the form of incorporated Lexan shields.

## SR-5 Seats

- A. Only manufactured race seats are permitted. Custom manufactured seats must be approved by HRA.
- B. All seats, rib protectors, leg extensions, and head rests must be padded.
- C. Seat position must be in the stock location unless noted in class rules.
- D. Seat may be moved a maximum of 4" from stock location in any direction for safety and comfort.
- E. Seat must be located within the roll cage structure.

## SR-6 Seat Belts and Shoulder Harnesses

- A. Safety harness with 5, 6 or 7 attachment points is required. Safety harnesses must meet one of the following ratings:
  - 1. SFI - 16.1 - allowed in all classes.
  - 2. SFI - 16.2 - only allowed for competitors under 16 years old.
  - 3. SFI 16.5 - allowed in all classes.
  - 4. FIA 8853/98 - allowed in all classes.
  - 5. FIA 8853/2016 - allowed in all classes.
- B. Safety harness with SFI certification must not be used after 2 years (24 months) after the manufacturing date, or in the event that they have an expiration date must not be used after the expiration date.
- C. Safety harness with FIA certification must not be used after 5 years (60 months) after the manufacturing date.
- D. A quick release lap belt not less than three inches wide is required. A 2-inch belt may be used provided it is certified to specs above. Both ends of the lap belt must be fastened to the roll cage. Bolt in style belts must be fastened with high quality grade 8 or better bolts, not less than  $\frac{3}{8}$ ". Clip in style belts must be cotter pinned or safety wired. Cam Lock type belts are allowed.
- E. Two shoulder belts are mandatory and must be securely attached behind the driver's seat. If they are looped around or pass over the roll cage, a steel guide welded to the cage that will prevent the belt from sliding side to side is required.
- F. Shoulder harness should be mounted behind the driver. The mounting point is level with or up to 4" below the top of the driver's shoulder. Lap belts should be mounted so as the belt is anchored at a 45 degree angle to the floor of the car. All belts must be mounted directly to a main structure member of the same size specification as the roll cage and with gussets. All adjustment buckles should be kept at a minimum distance of 1.5" from the seat to prevent accidental loosening or chafing.



- G. A crotch belt is mandatory and must be securely mounted to the lower seat frame or roll cage at the bottom, and to the lap seat belt on the top.
- H. Sternum straps are not allowed.
- I. At any place the lap belt, harness, or crotch belt passes over any substance that could cause cutting of the belt, the belt must be rolled, padded, or have a grommet installed.
- J. All crotch straps, and shoulder belts must connect at the lap belt with a quick release mechanism. Latch or cam-loc style quick release mechanisms are required. No push button mechanisms are allowed.
- K. Seat belts may be rejected by HRA officials if dirty, frayed, oily, greasy, or otherwise considered unsafe by officials.

## SR-7 Head and Neck Restraints

- A. Head and neck restraints are mandatory in all classes any time the vehicle is on the track.
  1. R3, Hans, Hybrid or other restraint certified to SFI spec 38.1 with a legible sticker attached are required.
  2. The head and neck restraint, when connected, must be mounted, configured, maintained and used in accordance with the manufacturer's instructions.
  3. It is the responsibility of the driver to ensure that his/her restraint is correctly installed, maintained, and properly used.

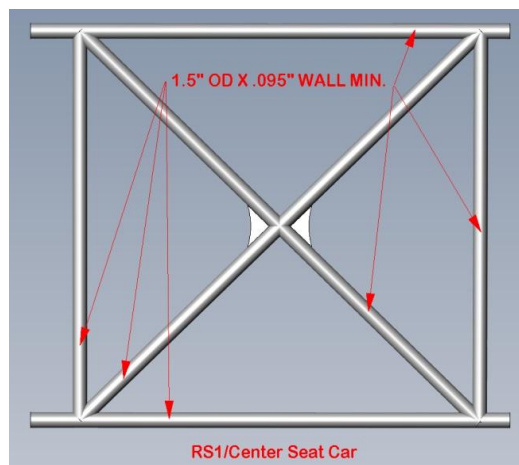
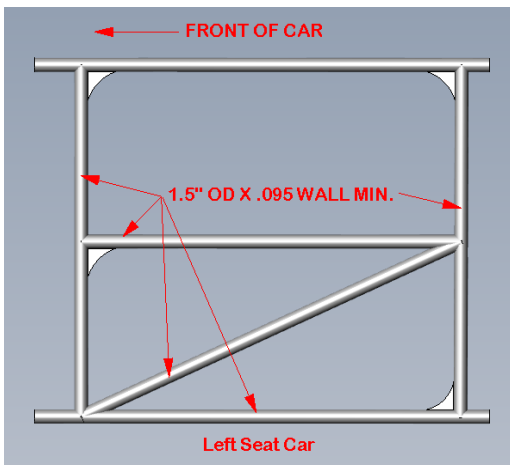
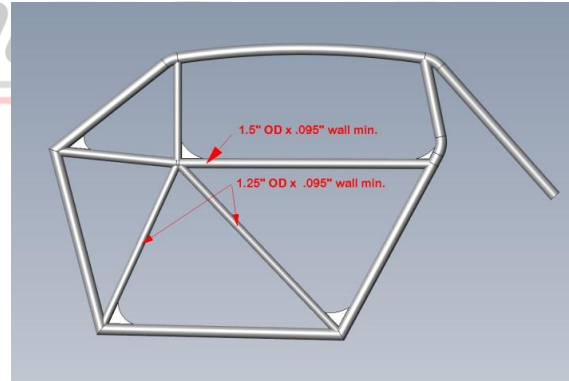
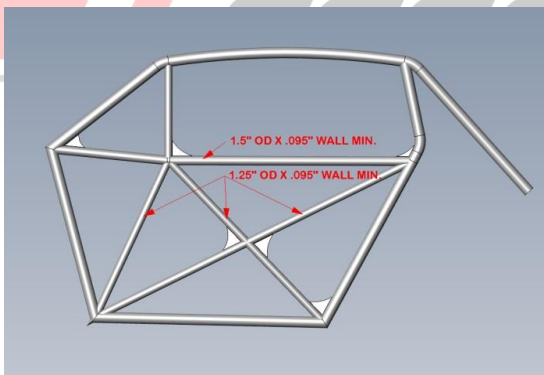
## SR-8 Roll Cage and Chassis

- A. Material for roll cage construction must be 4130 Chromoly tubing or ASTM 1018/1026 CDS/DOM. All welding must be of the highest quality with full penetration and no undercutting of the parent metal. All tubes must be welded 360-degrees around the circumference of the tube. No oxy-acetylene brazing or welding allowed. None of the tubing may show any signs of crimping or wall failure. All bends must be mandrel type. The center radius of the bends may not be less than three (3) times the outside diameter of the roll cage tubing.
- B. Vehicles must utilize the stock chassis and maintain stock appearance. The stock chassis (frame) is defined as the tubing and brackets below the upper OEM roll cage attaching points. The chassis may be braced and/or gusseted for increased durability and strength but must retain the stock width, length, and configuration. Any modifications must be pre-approved by officials.
- C. Roll cages may be constructed with one front vertical hoop, one rear vertical hoop, two interconnecting top bars, two rear down braces, and one diagonal brace, or with one vertical hoop on each side of the vehicle with interconnecting bars at the bottom of the windshield area, the top of the windshield area (between C pillars), and between the tops of the B pillars. All single tube intersections in the roll cage must be reinforced with gussets.
- D. Top of roll cage above driver's head must have either an 'X' or a front to back center bar with a single diagonal above the driver's head (see illustration). In a single center-seat car, a single diagonal bar above the driver's head is sufficient.
- E. No titanium or exotic metals can be used on cage construction.
- F. Unnecessary tabs and brackets on the OEM chassis may be removed.
- G. Gussets must be installed at all 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, .090" wrap around, or tubing gussets made of the same material and thickness as roll cage.

- I. Specific size and wall thickness of roll bars is addressed in class rules and outlined in included diagram.
- J. Must have minimum of 3" of clearance from top of helmet to the bottom of the cage.
- K. Padding must be firmly attached so it cannot rotate or move.
- L. All vehicles must have Nerf Bars extending to less than half the wheel diameter to the rear tire.
- M. Roofs must be solid material .063" aluminum and fastened with either bolts or Dzus fasteners.

## SR-9 Doors

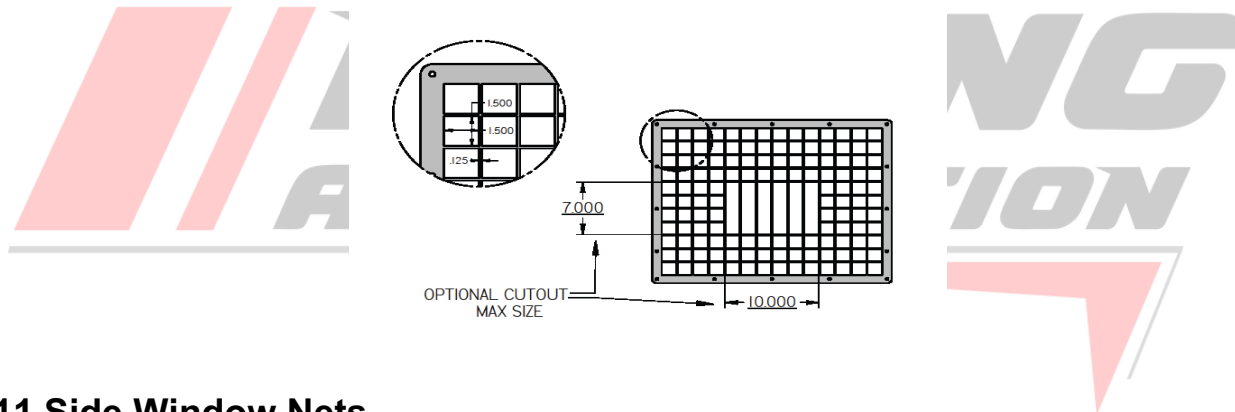
- A. Door area must have door bars to protect the driver, and they must be covered with a minimum of .063 inch thick aluminum. Panel must be attached with bolts or dzus buttons. Door bar tubing must be min. 1.5" Diameter x .095" wall Horizontal Bar and 1.25" Diameter x .095" wall in either an A or X design (see illustration). Door area bars may be welded in or bolted in using plate & bolt or interlocking tube clamps (see images below for approved plate and clamp styles). Four mounting points required if using plate & bolt or interlocking tube clamps. If plate & bolt, bolt must be a minimum of Grade 8 3/8" diameter. If interlocking tube clamps are used, the bolt head must be oriented to the outside of the car.
- B. Opening doors are not allowed, with the exception of the Youth Stock & Youth Stock Limited classes (see Youth Stock & Youth Stock Limited class rules for explanation of door requirements).
- C. For 2024 - Opening doors will be allowed. If doors do open, a mechanical secondary latch is required. (zip ties, velcro, tape, do not count as mechanical). Vehicle must still meet requirements of SR-9 A.





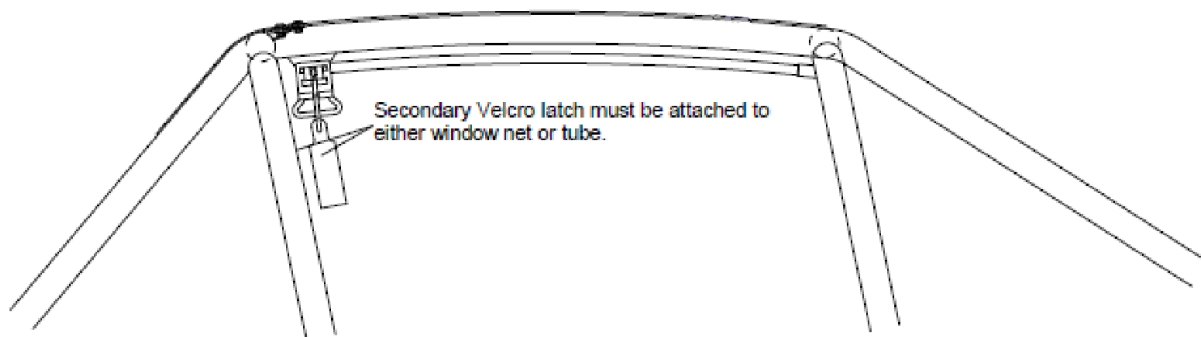
## SR-10 Windshield Area

- A. Two seat SXS must have the complete left half of windshield opening covered with an HRA-approved rock guard.
- B. Single seat SXS vehicles must have complete windshield opening covered with an HRA-approved rock guard.
- C. Rock guard must have a minimum 1/8" rod and a maximum 1.5" opening welded at each intersection, Or 1/8" steel plate laser cut with 1.5" openings and 1/8" intersections.
- D. A 7 inch by 10-inch section may have vertical bars only. See diagram.
- E. Youth Stock and limited Stock classes are not required to have a rock screen in the front windshield opening.



## SR-11 Side Window Nets

- A. Honeycomb mesh or ribbon style window nets are acceptable for all classes. The ribbon type should be made from exactly 1 inch nylon material with a maximum 1.75" square opening between the ribbons.
- B. The window net must fill the entire window opening of the race vehicle to allow no more than 3" access to the drivers.
- C. Upper rod must be made from a minimum of 3/8" steel and go 1" through the upper rear mounting tab. If the bottom rod is used it must also be made of 3/8" steel.
- D. All window net mounts must be welded to the roll cage. The window net, when in closed position must fit tight and be secured with a safety belt type of latch. Push button latches are not allowed.
- E. The window net latch must be located at the front top of the window opening.
- F. No brackets protruding towards the driver.
- G. Spring type mounting of nets on the top or bottom is not permitted.
- H. The recommended latch system is the seat belt style buckle (part #Jaz-90803, Crow-11325, Mastercraft-11325).
- I. All installations must be HRA approved.



### SR-12 Frame and Body

- A. Front and Rear OEM body panels must be used.
- B. All Body work must be securely fastened.

### SR-13 Radiators

- A. Radiators may be moved into the interior of the vehicle and must be shielded from the driver.
- B. Any Radiator mounted in the back window area must have Radiator cap shielded from driver.

### SR-14 Firewall

- A. Firewalls must be metal (aluminum- .063 inch minimum or steel-20-gauge minimum) and separate the engine and fuel source, fuel fill, fuel lines, fuel pumps, and fuel vents from the driver's compartment. SXSs are allowed to use the OEM plastic firewall.
- B. Complete front and rear firewalls are required.
  - 1. In all classes, firewalls must extend to the mid-rail bar.
  - 2. In SXS classes, the firewalls must extend from the floor to the height of the OEM firewall where the panel makes a turn towards the rear.
- C. Any competitor may consult with the HRA Technical Director for the approved systems.
- D. The air cleaner opening must face away from the driver.
- E. All race vehicles that have an enclosed engine and/or transmission compartment must have all breathers and vents routed out the rear of the vehicle behind the rear axle.



## SR-15 Fire Protection

- A. Mandatory: Race Vehicles Must Have
  - a. EITHER Two (2) 2.5 lbs. Fire extinguishers on the car, one (1) on the outside and one (1) accessible to the driver
  - b. OR 5lbs. fire suppression system w/ min. of two (2) nozzles (one in engine bay one in driver compartment).
  - c. The following classes are only required one (1) 2.5 lbs. fire extinguisher on the outside: Youth Production Stock, Youth Production Limited, Youth 250 Modified, 800cc and under.
  - d. Element brand or any other flare-style fire extinguishers are not allowed.
- B. Bulk fuel storage is prohibited in hot pits.
- C. Metal drums, electric fuel pumps, and metal hand pumps are not allowed in hot pits.
- D. Fuel jugs must be plastic in hot pits.
- E. Plastic fuel pumps are the only fuel pumps allowed in hot pits.
- F. It is mandatory that all teams have 2 fully charged 10-pound dry chemical ABC fire extinguishers per entry in their pit area at all times. This includes campsite pits where race vehicles may be worked on.

## SR-16 Electrical and Batteries

- A. No liquid lead acid batteries will be permitted.
- B. Batteries must be bolted in using a tray and strap that goes over the top of the battery.
- C. Positive post must be covered with insulated material.
- D. PDM's and or Switch Panels are Legal.
- E. OEM ECU required. No aftermarket/stand alone ECUs allowed unless specified in class rules.

## SR-17 Tires

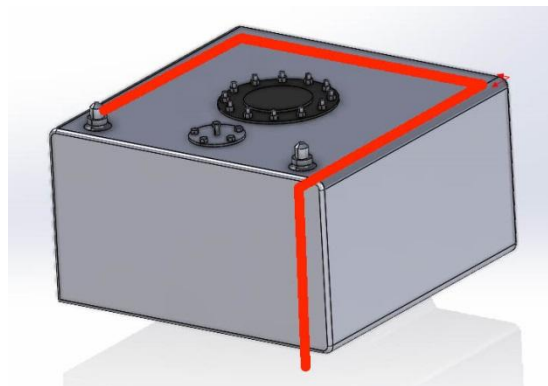
- A. Max diameter of 32"
- B. Tire doping or soaking is not allowed.

## SR-18 Fuel

- A. The maximum allowable fuel density is 0.835 g/cc Temperature of the test sample should be ambient or 59 Deg F, whichever is greater.
- B. A 10ml sample burned in daylight in a clean 20mm x 100mm petri dish must have visible flames for the Duration of the burn.
- C. If the test is performed after dark, the flames must be yellow or orange for the duration of the burn, as blue or white flames are not visible in daylight.

## SR-19 Fuel Cell

- A. Factory fuel tanks, when run in factory location, with the factory fill, are acceptable. Any variation from this must be approved by HRA.
- B. All fuel cells must be made from either Rotary molded Polymer or Dacron woven fabric impregnated and coated in fuel resistant elastomer.
  - 1. For 2024 - Welded aluminum tanks without a bladder will be allowed upon HRA inspection and approval. This type of tank must be separated from occupants by an aluminum firewall.
- C. Factory Powersports fuel cells from other manufacturers will be allowed upon HRA inspection and approval.
- D. All fuel cells must be housed in a metal can, .060 thick aluminum minimum.
- E. All fuel lines and vent lines must be routed (meaning come out) from the top of the fuel cell.
- F. All fuel cells must be HRA approved.
- G. HRA will reject any previously approved fuel cell, which appears to be defective, damaged, or not in proper condition.
- H. 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.
- I. Electric fuel pumps must have Crank sensor shut-off. The pump will automatically shut off the fuel pump if the engine is not turning over.
- J. No material other than standard foam as provided by the fuel cell manufacturer is permitted.
- K. Rear mounted fuel cell must have a chassis or body cross member of substance between the fuel cell and driver and be protected from ground obstacles.
- L. Fuel cells must be dated by the manufacturer. Fuel cells will become obsolete 5 years after the date of manufacture and must be replaced.
- M. All fuel cell fillers and vents must have check valves (rollover) installed.
- N. 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.
- O. Fuel cell cannot be vented into the driver's compartment of any vehicle.
- P. All fuel cells must be housed in a metal can, .060 thick aluminum minimum.
- Q. Fuel cell must be mounted using metal straps. Straps must be a minimum 1.250 wide X .040 thick. No aluminum or nylon straps allowed.
- R. All fuel cell lines and vents must come out of the top of the fuel cell. (see illustration)



## SR-20 Transmission

- A. All Transmissions must have a reverse gear.

## SR-21 Suspension

- B. Must Only use Stock suspension pivot points.
- C. Bolt-on Shock Towers are legal as long as they utilize the stock shock mounting locations.
- D. Commercially available aftermarket A-arms are legal.

## SR-22 Weights/Ballast

- C. All weights/Ballast must be lead based.
- D. Must be through bolted to the chassis.
- E. Must be painted white with your race number stamped into it.

## SR-23 Vehicle Race Numbers

- A. HRA requires All Vehicles to display a White Background with a Black Number
- B. All number plates must be visible with no obstructions by bodywork or chassis.
- C. Sides of vehicle: One number on each side of the vehicle, on a number plate mounted high and close to the back of the roof and parallel with the front to rear tire line (no numbers on doors).
- D. Minimum recommended number *plate* size: 10" inches high by 14" inches long.
- E. Minimum Required *number* size: **8"** inches tall.
- F. All numbers must be block style only.
- G. No outlines, stacking or shadows allowed.
- H. Fonts must be chosen from one of the below approved styles only:  
**Impact • Helvetica Black • Mechanical Bold**
- I. **Roof numbers are required and must be a minimum height of 12" inches. The bottom of the numbers must face the rear of the machine.**
- J. Driver's side upper left-hand corner of windshield area must also be a solid black number on a white surface with a minimum height of 4 inches.
- K. Rear facing numbers must be on a white number *plate* measuring 7" inches by 10" inches. *Numbers* must be solid black with a minimum height of 6" inches.
- L. HRA officials may require a competitor to use a different number to avoid confusion or duplication at an event.

## SR-24 Radios

- A. Must be of two-way voice communication type only. Each race team is responsible for meeting FCC requirements.
- B. Radio communication between drivers is not permitted.
- C. All radio frequencies are subject to HRA approval.
- D. All race vehicle radio communication systems must be approved by HRA.
- E. See Section 5 of HRA General Rules for spotter requirements.
- F. One Spotter per car per class is required for all race teams.
- G. All vehicles must use a raceceiver to listen to race control.

H. Raceceiver must be approved by HRA and override spotter communication when race control is transmitting to vehicle.

### **SR-25 Quality of Workmanship**

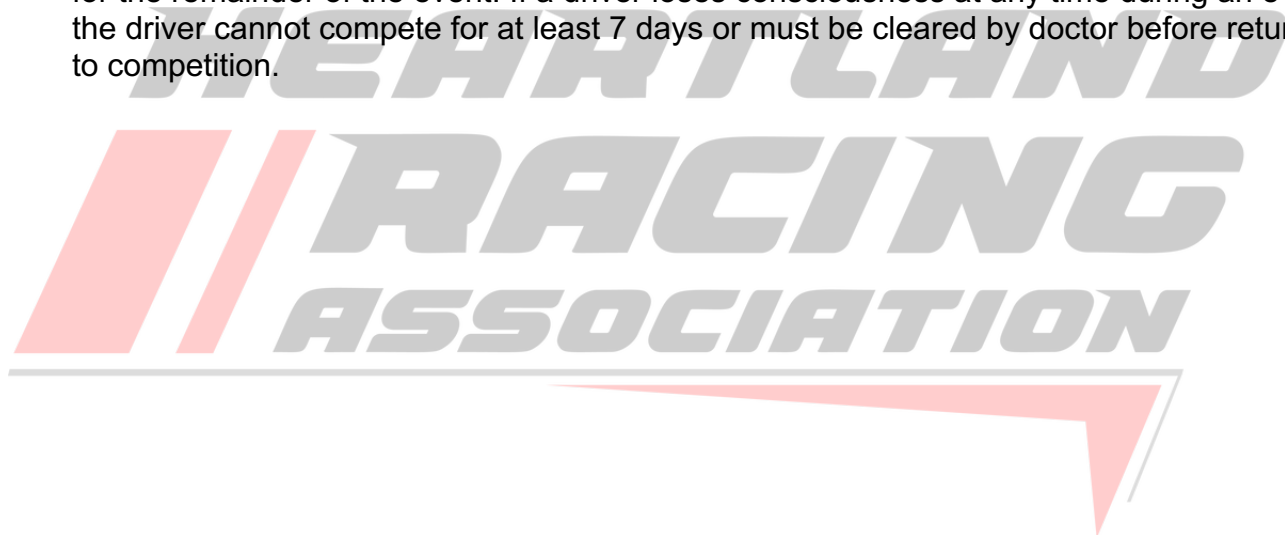
A. Race vehicle workmanship must meet with HRA officials' approval.

### **SR-26 Fueling of Race Vehicle**

A. No fuel will be added to race vehicles in staging or on the starting line prior to a race or practice.

### **SR-27 Driver Medical Attention**

A. If a competitor requires medical attention, by track or other medical teams, the medical technician must release the competitor before he/she may return to competition. Failure to comply with advice of the medical technician will result in disqualification from competition for the remainder of the event. If a driver loses consciousness at any time during an event, the driver cannot compete for at least 7 days or must be cleared by doctor before returning to competition.



## Youth Production STOCK (Beginner/First Time level Driver)

*This class is for ages 6- to 12 year-old Beginner Level competitors only  
SXS Polaris RZR 170cc, Polaris RZR 200 (180cc), ACE 150.  
4-Stroke Single Cylinder, 169cc/180cc, Hisun Strike 250  
This class intended for beginners, with only safety items required.*

1. OEM or a Stock Part means as delivered from the factory no modifications allowed.
2. OEM frame must consist of the 2 main frame rails, and all of the OEM suspension pivot mounts. Engine and transmission mounts must be in the factory location.
3. Intake: Must remain stock, no modifications allowed. Stock air intake system required including airbox with stock type air filter. Aftermarket stock type air filter element allowed.
4. OEM fuel delivery system (fuel pump, fuel tank, fuel injector)
5. Final Drive gearing, specifically the front or rear sprocket, may not be changed and must remain stock.
6. Turbochargers and Turbo upgrades are Not permitted. Nitrous systems are not allowed.
7. All vehicles must use stock engine cases, cylinder, cylinder head and Piston. Engine must remain in Stock Location
8. Clutching: clutching changes or components is allowed
9. Aftermarket Exhaust systems are NOT allowed. Stock ECU required. No aftermarket ECU's allowed. No piggyback fuel tuners allowed or Flashing of ECU's
10. Safety nets and 5-point harnesses are required. Driver window nets required.
11. Aftermarket roll cage are mandatory 1.25" x .083" wall min. main tubes.
12. Top of roll cage above driver's head must have either an 'X' or a front to back center bar with a single diagonal above the driver's head. In a single center-seat car, a single diagonal bar above the driver's head is sufficient.
13. Opening doors are allowed but are required to maintain the side impact bars as shown in the roll cage diagram. The secondary mechanical latch is required (hose clamps, U-bolts, exhaust clamps, tape, zip ties, or Velcro are not acceptable).
14. Aftermarket wheels & tires are allowed. Tires are required to measure to the following minimum sizes at tech (note: tires will be measured, regardless of markings): RZR 170 – 20", RZR 200 – 22", HISUN – 22", ACE 150 – 22"
15. Suspension: All A-arm mounting points must remain in the stock location and position as delivered from the manufacturer. Suspension modification is allowed to OEM shocks, including internal parts, and/or complete aftermarket shocks, that directly bolt to the OEM mounting locations. No other suspension changes allowed, including A -arms, axles, and swing arm, must remain stock. No long travel kits. Stock swingarm may be reinforced with gussets. "wheel hubs" must remain stock
16. Brakes must be stock and functional as delivered from the manufacturer, e.g., Polaris 170 (2) front Calipers and (1) rear caliper.
17. Seat Position must remain in the Stock location except for driver fitment and safety.
18. Aftermarket seat is allowed for driver fitment.
19. Manufacturer plastics must not be removed, with the exception of the rear bed cover. Any other Weight removal is NOT allowed.
20. Weight Rule: POLARIS 170's 600lbs, Polaris 200 650lbs, HiSun 250's 725lbs. All weights are with Driver and safety equipment.
21. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an HRA official, a penalty will be imposed.
22. Weight may be adjusted at the discretion of officials throughout the season in the interest of Competition.

## Youth Production LIMITED

(6y/o – 8y/o) (9y/o – 12y/o) (Novice – Expert level Driver)

*This class is for ages 6 to 8-year-old and 9 to 12-year-old Novice to Expert Level competitors only.  
SXS Polaris RZR 170cc, Polaris RZR 200 (180cc), ACE 150.  
4-Stroke Single Cylinder, 169cc/180cc, Hisun Strike 250  
See minimum age requirements section for further clarification.*

1. OEM or a Stock Part means as delivered from the factory no modifications allowed.
2. OEM frame must consist of the 2 main frame rails, and all of the OEM suspension pivot mounts. Engine and transmission mounts must be in the factory location.
3. Engine displacement must be OEM bore and stroke. Any modification to the OEM engine configuration Boring, re-plating, Blueprinting or cryo heating, etc. IS NOT ALLOWED, unless otherwise noted. Please see Specs on final page for clarification regarding 170cc-180cc upgrade.
4. Intake, throttle body/Carburetor must remain stock, No boring or polishing of intake allowed. Intake filters may be changed. Aftermarket stock type air filter element allowed.
5. Transmission: All vehicles must use the OEM transmission and internals, Transmission casing may be reinforced, including Transmission Pinion bracing. Aftermarket center cap is Allowed.
6. Weight removal is allowed.
7. If rear bed plastic is removed, the vertical portion of the bed plastic that extends up from the lower firewall must be maintained or must be replaced.
8. Rear firewall is mandatory.
9. Exhaust system, gearing, clutching can be changed or added.
10. Aftermarket ECU's are allowed
11. Piggyback fuel tuners are allowed. ECU tuning is allowed.
12. Seat harnesses 5pt are mandatory.
13. Seat may be moved to the center of car.
14. Window nets are mandatory. If the driver's seat is on the left side, only the driver's side window net is required. If the vehicle is a center seat (RS1 style) then both sides must have window nets.
15. Suspension upgrades are allowed, up to and including upgrading prior 2021 170 models to a dual a-arm front suspension.
16. Aftermarket shocks that directly bolt to the OEM mounting locations are allowed.
17. Turbochargers and turbo upgrades are not allowed.
18. Nitrous systems are not allowed.
19. Aftermarket roll cage are mandatory 1.25" x .083" wall min. main tubes.
20. Top of roll cage above driver's head must have either an 'X' or a front to back center bar with a single diagonal above the driver's head. In a single center-seat car, a single diagonal bar above the driver's head is sufficient.
21. Opening doors are allowed but are required to maintain the side impact bars as shown in the roll cage diagram. Refer to diagram for door structure, not tubing size. The secondary mechanical latch is required (hose clamps, U-bolts, exhaust clamps, tape, zip ties, or Velcro are not acceptable).
22. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an HRA official, a penalty will be imposed.
23. Number plate colors: Polaris 170 Black numbers/White Background, Polaris 180/200 Black Numbers/Blue Backgrounds, Hisun 250 Black Numbers/Green Background
24. Weight Rule: POLARIS 170's 600lbs, Polaris 180/200 650lbs, HiSun 250's: 715 lbs. All weights are with Driver and safety equipment.
25. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

Approved part numbers for the 180cc kit:

Cylinder Head: GY6-02057-30.5/26.5-1 OR GY6-02057-30.5/26.5-2, Piston: GY6-PIS63, Cylinder: GY6-0105763, Gaskets: (Head and Base) GY6-GAS63-57, Roker Arm Assembly: GY6-ROC-57-2V, Cam: GY6-T300, Complete Kit: GY6-MAO-63

## Youth 250 MODIFIED

(Novice – Expert level Driver)

*This class is for 6 to 12-year-old Novice to Expert Level competitors only,  
SXS Polaris RZR 170cc, Polaris RZR 200 (180cc), ACE 150.  
4-Stroke Single Cylinder, 169cc/180cc, Hisun Strike 250*

1. OEM or a Stock Part means as delivered from the factory no modifications allowed.
2. OEM frame must consist of the 2 main frame rails, and all of the OEM suspension pivot mounts. Engine and transmission mounts must be in the factory location.
3. Engine, suspension, and weight removal modifications are all permitted. Polaris base engine
4. Must remain 57mm head bolt spacing
5. Motor may be modified. This includes head, valves, cam, piston, crank, and throttlebody/carburetor.
6. Intake: Modifications are permitted.
7. Exhaust, EFI controller, jetting, intake/air filters, and gearing are allowed.
8. Clutch springs, helix, weights are allowed.
9. Transmission: OEM or Aftermarket transmission modifications are allowed.
10. Aftermarket roll cage are mandatory 1.25" x .083" wall min. main tubes.
11. Window nets are mandatory. If the driver's seat is on the left side, only the driver's side window net is required. If the vehicle is a center seat (RS1 style) then both sides must have window nets.
12. 5pt. harness are mandatory.
13. Seat may be moved to the center of the car.
14. Transmission increased durability parts allowed.
15. Turbochargers and turbo upgrades are not permitted. Nitrous systems are not allowed.
16. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an HRA official, a penalty will be imposed.
17. Weight Rule: minimum of 500lbs with driver and all safety equipment.
18. Weight may be adjusted at the discretion of officials throughout the season in the interest of Competition.

## 800cc & Under Class

(SXS equipped with up to an 800cc or less)

*This class is for ages 12 and older competitors only.*

1. Displacement: *Maximum* of up to 800cc
2. OEM or a Stock Part means as delivered from the factory no modifications allowed.
3. OEM frame must consist of the 2 main frame rails, and all of the OEM suspension pivot mounts. Engine and transmission mounts must be in the factory location.
4. Vehicle eligibility: Any sport SXS up to 800cc is allowed. I.e.: SXS Polaris 570cc/800cc
5. Engine modifications are permitted, but stock center cases, cylinder, and cylinder head must be OEM. BIG BORE Kits are allowed in the Polaris 570.
6. Stock clutches required. Aftermarket clutch kits, weights, springs, and helixes are allowed.
7. Aftermarket clutches are NOT allowed.
8. Suspension components can be changed, but mounting points cannot be changed.
9. Superchargers/turbochargers or nitrous systems are NOT permitted.
10. Aftermarket skid plates, seats, exhaust, suspension, and wheels are all allowed.
11. Aftermarket roll cage is Mandatory 1.5" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage
12. Top of roll cage above driver's head must have either an 'X' or a front to back center bar with a single diagonal above the driver's head. In a single center-seat car, a single diagonal bar above the driver's head is sufficient.
13. Top 3 finishers **must** submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an HRA official, a penalty will be imposed.
14. Safety equipment required.
15. Maximum width 66"
16. Weight Rule: minimum of **1,100 lbs.** with driver and all safety equipment.
17. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.



## Youth 1k N/A (SXS 1000cc Model)

*This class is for ages 13- to 17-year-old competitors only.*

In order to drive in this class at an age less than 13 years old, you must have raced a SXS for at least 2 years and/or be approved by a race director. Riders in this age category must also present their birth certificate and have a parent or guardian present (with photo ID). All riders under the age of 13 in this group **MUST** submit a resume to the HRA Racing Director before being allowed to compete, unless otherwise grandfathered in. This will allow us to help place riders in the class that is most appropriate for them. Resumes do not need to be fancy, just a description of the youth drivers experience and any race results. We are interested in the long-term success of every driver and need to ensure that any minor that intends to participate is prepared for the rigors of racing the 1000cc classes.

1. Displacement: Maximum 1000cc.
2. OEM or a Stock Part means as delivered from the factory no modifications allowed
3. OEM frame must consist of the 2 main frame rails, and all of the OEM suspension pivot mounts. Engine and transmission mounts must be in the factory location.
4. Engine modifications are **NOT** permitted.
5. All vehicles must use stock engine cases, cylinder, and cylinder head. This includes head, valves, cam, piston, crank, and throttle body/carburetor. HRA reserves the right to mark engine blocks prior to any event. Engine displacement may be checked by an HRA tech inspector at any time.
6. Superchargers/turbochargers or nitrous systems are NOT permitted.
7. ECU flash is permitted
8. Aftermarket exhaust is Allowed
9. Suspension All A-arm mounting points must only use stock location and position as delivered from the manufacturer, however they may be reinforced for strength. Suspension modification is allowed to OEM shocks, including internal parts, and/or complete aftermarket shocks, that directly bolt to the OEM mounting locations are allowed.
10. Clutching Stock clutches required. Aftermarket clutch kits, weights, springs, and helixes are allowed. Aftermarket clutches are NOT allowed.
11. Max width 70"
12. You can replace wheels and tires with any alternative.
13. Aftermarket roll cage is Mandatory 1.5" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage.
14. Top of roll cage above driver's head must have either a 'X' or a front to back center bar with a single diagonal above the driver's head. **In a single center-seat car, a single diagonal bar above the driver's head is sufficient.**
15. Nerf bars are mandatory with no less than half the wheel diameter of opening to the rear wheel.
16. Top 3 finishers **must** submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an HRA official, a penalty will be imposed.
17. Weight Rule: minimum of **1650lbs** with driver and all safety equipment.
18. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

## Amateur N/A

(SXS engines limited to 1000cc maximum)

*This class is for anyone that identifies as a Beginner/Novice level driver 18 years or older. Racers younger than 18 years of age may be allowed to race at the Race Director's discretion after reviewing experience and race history.*

1. Displacement: Maximum 1000cc
2. OEM or a Stock Part means as delivered from the factory no modifications allowed.
3. OEM frame must consist of the 2 main frame rails, and all of the OEM suspension pivot mounts. Engine and transmission mounts must be in the factory location.
4. Vehicle eligibility: Any sport SXS up to 1000cc naturally aspirated model is allowed.
5. Engine modifications are permitted, Must use OEM cases, cylinder, and cylinder heads
6. ECU flash is Allowed
7. Aftermarket Exhaust is Allowed
8. All Shock mounting points/location may be moved,
9. All Chassis/A-Arm and Trailing Arm Pivots shall remain in the OEM location.
10. Aftermarket shocks, including modified internals/springs are allowed.
11. Clutching: Any aftermarket clutching or components is allowed.
12. Superchargers/turbochargers or nitrous systems are NOT permitted.
13. Aftermarket roll cage is Mandatory 1.5" x .095" minimum 4130 Chromoly or DOM tubing is required for the main Roll Cage
14. Top of roll cage above driver's head must have either an 'X' or a front to back center bar with a single diagonal above the driver's head. In a single center-seat car, a single diagonal bar above the driver's head is sufficient.
15. Door panels must be fastened and provide full coverage (no half doors).
16. Weight Rule: Minimum weight of 1650lbs. with driver & safety gear included.
17. Top 3 finishers *must* submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an HRA official, a penalty will be imposed.
18. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

## Amateur Forced Induction

(SXS engines limited to OEM Bore and Stroke)

*This class is for anyone that identifies as a Beginner/Novice level driver 18 years or older. Racers younger than 18 years of age may be allowed to race at the Race Director's discretion after reviewing experience and race history.*

1. Displacement: OEM Bore and Stroke.
2. OEM or a Stock Part means as delivered from the factory no modifications allowed.
3. OEM frame must consist of the 2 main frame rails, and all of the OEM suspension pivot mounts. Engine and transmission mounts must be in the factory location.
4. Vehicle eligibility: any sport SXS up to 1000cc Turbo or 2000cc Naturally Aspirated is allowed.
5. No Internal Engine Modifications Allowed.
6. Must use OEM Cases, Cylinders, and Cylinder heads.
7. ECU flash is Allowed.
8. Aftermarket Exhaust is Allowed.
9. All Shock mounting points/location may be moved.
10. All Chassis/A-Arm and Trailing Arm Pivots shall remain in the OEM location.
11. Aftermarket shocks, including modified internals/springs are allowed.
12. Clutching: Any aftermarket clutching or components is allowed.
13. Nitrous systems are NOT permitted.
14. Aftermarket roll cage is Mandatory 1.5" x .095" minimum 4130 Chromoly or DOM tubing is required for the main.
15. Top of roll cage above driver's head must have either an 'X' or a front to back center bar with a single diagonal above the driver's head. In a single center-seat car, a single diagonal bar above the driver's head is sufficient.
16. Weight Rule: minimum weight of 1750lbs. with driver & safety gear included.
17. Top 3 finishers *must* submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an HRA official, a penalty will be imposed.
18. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

## Expert N/A

(SXS engines limited to 1000cc maximum)

*This class is for anyone that identifies as an Expert level driver 18 years or older.*

*The race director has the option to move racers up or down in classes dependent upon the verified race experience of the driver. Racers younger than 18 years of age may be allowed to race at the Race Director's discretion after reviewing experience and race history.*

1. Displacement: Maximum 1000cc
2. OEM or a Stock Part means as delivered from the factory no modifications allowed.
3. Vehicle eligibility: Any sport SXS up to 1000cc naturally aspirated model is allowed.
4. Engine modifications are permitted, OEM cases, cylinder, and cylinder head must be used.
5. ECU flash is Allowed.
6. Aftermarket Exhaust is Allowed.
7. All Shock mounting points/location may be moved.
8. All Chassis/A-Arm and Trailing Arm Pivots shall remain in the OEM location.
9. Aftermarket shocks, including modified internals/springs are allowed.
10. Clutching: Any aftermarket clutching or components is allowed.
11. Turbo or Superchargers, Nitrous systems are NOT permitted.
12. Aftermarket roll cage is Mandatory 1.5" x .095" minimum 4130 Chromoly or DOM tubing is required for the main.
13. Top of roll cage above driver's head must have either an 'X' or a front to back center bar with a single diagonal above the driver's head. In a single center-seat car, a single diagonal bar above the driver's head is sufficient.
14. Weight Rule: minimum weight of 1650lbs. with driver & safety gear included.
15. Top 3 finishers *must* submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an HRA official, a penalty will be imposed.
16. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

## Expert Forced Induction

(SXS engines limited to OEM Bore and Stroke)

*This class is for anyone that identifies as an Expert level driver 18 years or older.*

*The race director has the option to move racers up or down in classes dependent upon the verified race experience of the driver. Racers younger than 18 years of age may be allowed to race at the Race Director's discretion after reviewing experience and race history.*

1. Displacement: OEM Bore and Stroke
2. OEM or a Stock Part means as delivered from the factory no modifications allowed.
3. Vehicle eligibility: any sport SXS up to 1000cc Force Inducted or 2000cc Naturally Aspirated is allowed.
4. No Internal Engine Modifications Allowed.
5. Must use OEM Cases, Cylinders, and Cylinder heads.
6. ECU flash is Allowed.
7. Aftermarket Exhaust is Allowed.
8. All Shock mounting points/location may be moved.
9. All Chassis/A-Arm and Trailing Arm Pivots shall remain in the OEM location.
10. Aftermarket shocks, including modified internals/springs are allowed.
11. Clutching: Any aftermarket clutching or components is allowed.
12. Nitrous systems are NOT permitted.
13. Aftermarket roll cage is Mandatory 1.5" x .095" minimum 4130 Chromoly or DOM tubing is required for the main.
14. Top of roll cage above driver's head must have either an 'X' or a front to back center bar with a single diagonal above the driver's head. In a single center-seat car, a single diagonal bar above the driver's head is sufficient.
15. Weight Rule: minimum weight of 1750lbs. with driver & safety gear included.
16. Top 3 finishers *must* submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an HRA official, a penalty will be imposed.
17. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

## Women's N/A Class

*This class is for Women that identify as a Beginner/Novice level driver 13 years or older. Racers younger than 13 years of age may be allowed to race at the Race Director's discretion after reviewing experience and race history.*

1. Vehicle eligibility: any SXS up to 1000cc naturally aspirated model.
2. OEM or a Stock Part means as delivered from the factory no modifications allowed.
3. Engine modifications are permitted, OEM cases, cylinder, and cylinder head must be used.
4. ECU flash is Allowed.
5. Aftermarket Exhaust is Allowed.
6. All Shock mounting points/location may be moved.
7. All Chassis/A-Arm and Trailing Arm Pivots shall remain in the OEM location.
8. Aftermarket shocks, including modified internals/springs are allowed.
9. Clutching: Any aftermarket clutching or components is allowed.
10. Nitrous systems are NOT permitted.
11. Aftermarket roll cage is Mandatory 1.5" x .095" minimum 4130 Chromoly or DOM tubing is required for the main.
12. Top of roll cage above driver's head must have either an 'X' or a front to back center bar with a single diagonal above the driver's head. **In a single center-seat car, a single diagonal bar above the driver's head is sufficient.**
13. Weight Rule: minimum weight of 1650lbs. with driver & safety gear included.
14. Top 3 finishers *must* submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an HRA official, a penalty will be imposed.
15. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

## Women's FI Class

*This class is for Women that identify as a Beginner/Novice level driver 13 years or older. Racers younger than 13 years of age may be allowed to race at the Race Director's discretion after reviewing experience and race history.*

1. Vehicle eligibility: any SXS up to 1000cc OEM bore and stroke for forced induction.
2. OEM or a Stock Part means as delivered from the factory no modifications allowed.
3. No Internal Engine Modifications Allowed on Forced Inducted Vehicles.
4. Must use OEM Cases, Cylinders, and Cylinder heads.
5. ECU flash is Allowed.
6. Aftermarket Exhaust is Allowed.
7. All Shock mounting points/location may be moved.
8. All Chassis/A-Arm and Trailing Arm Pivots shall remain in the OEM location.
9. Aftermarket shocks, including modified internals/springs are allowed.
10. Clutching: Any aftermarket clutching or components is allowed.
11. Nitrous systems are NOT permitted.
12. Aftermarket roll cage is Mandatory 1.5" x .095" minimum 4130 Chromoly or DOM tubing is required for the main.
13. Top of roll cage above driver's head must have either an 'X' or a front to back center bar with a single diagonal above the driver's head. **In a single center-seat car, a single diagonal bar above the driver's head is sufficient.**
14. Weight Rule: minimum weight of 1750lbs. with driver & safety gear included.
15. Top 3 finishers *must* submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an HRA official, a penalty will be imposed.
16. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

## **Vet 40+ N/A Class**

*This class is for 40+ year old Amateur/Expert level driver only.*

1. Vehicle eligibility: any SXS up to 1000cc naturally aspirated model.
2. OEM or a Stock Part means as delivered from the factory no modifications allowed.
3. Internal Engine Modifications Allowed.
4. Must use OEM Cases, Cylinders, and Cylinder heads.
5. ECU flash is Allowed.
6. Aftermarket Exhaust is Allowed.
7. All Shock mounting points/location may be moved.
8. All Chassis/A-Arm and Trailing Arm Pivots shall remain in the OEM location.
9. Aftermarket shocks, including modified internals/springs are allowed.
10. Clutching: Any aftermarket clutching or components is allowed.
11. Nitrous systems are NOT permitted.
12. Aftermarket roll cage is Mandatory 1.5" x .095" minimum 4130 Chromoly or DOM tubing is required for the main.
13. Top of roll cage above driver's head must have either an 'X' or a front to back center bar with a single diagonal above the driver's head. **In a single center-seat car, a single diagonal bar above the driver's head is sufficient.**
14. Weight Rule: minimum weight of 1650lbs. for N/A with driver & safety gear included.
15. Top 3 finishers *must* submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an HRA official, a penalty will be imposed.
16. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

## **Vet 40+ FI Class**

*This class is for 40+ year old Amateur/Expert level driver only.*

1. Vehicle eligibility: any SXS up to 1000cc OEM bore and stroke for forced induction.
2. OEM or a Stock Part means as delivered from the factory no modifications allowed.
3. No Internal Engine Modifications Allowed on Forced Inducted Vehicles.
4. Must use OEM Cases, Cylinders, and Cylinder heads.
5. ECU flash is Allowed.
6. Aftermarket Exhaust is Allowed.
7. All Shock mounting points/location may be moved.
8. All Chassis/A-Arm and Trailing Arm Pivots shall remain in the OEM location.
9. Aftermarket shocks, including modified internals/springs are allowed.
10. Clutching: Any aftermarket clutching or components is allowed.
11. Nitrous systems are NOT permitted.
12. Aftermarket roll cage is Mandatory 1.5" x .095" minimum 4130 Chromoly or DOM tubing is required for the main.
13. Top of roll cage above driver's head must have either an 'X' or a front to back center bar with a single diagonal above the driver's head. **In a single center-seat car, a single diagonal bar above the driver's head is sufficient.**
14. Weight Rule: minimum weight of 1750lbs. with driver & safety gear included.
15. Top 3 finishers *must* submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an HRA official, a penalty will be imposed.
16. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

## Pro N/A

### (SXS engines limited to 1000cc maximum)

*This class is for Professional level drivers only. Once a driver enters into the Pro class there is no option to move back down to any Amateur classes unless:*

- 1). The driver has not raced in over 2 years.*
  - 2). The driver has written permission from the race director to move down.*
- All Pro racers will be reviewed by race director to determine eligibility for Pro Class.*

1. Displacement: Maximum 1000cc
2. Vehicle Weight Polaris XP1k/RS1: 1600 lbs. Yamaha YXZ: 1700lbs. Honda Talon 1600lbs. Artic Cat 1750lbs. Can Am 1600lbs. All weights are with Driver and safety gear.
3. OEM or a Stock Part means as delivered from the factory no modifications allowed.
4. Vehicle eligibility: Any sport SXS up to 1000cc naturally aspirated model is allowed.
5. Engine modifications are permitted, OEM cases, cylinder, and cylinder head must be used.
6. ECU flash is Allowed.
7. Aftermarket Exhaust is Allowed.
8. All Shock mounting points/location may be moved.
9. All Chassis/A-Arm and Trailing Arm Pivots shall remain in the OEM location.
10. Aftermarket shocks, including modified internals/springs are allowed.
11. Clutching: Any aftermarket clutching or components is allowed.
12. Turbo or Superchargers, Nitrous systems are NOT permitted.
13. Aftermarket roll cage is Mandatory 1.5" x .095" minimum 4130 Chromoly or DOM tubing is required for the main.
14. Top of roll cage above driver's head must have either an 'X' or a front to back center bar with a single diagonal above the driver's head. **In a single center-seat car, a single diagonal bar above the driver's head is sufficient.**
15. Top 3 finishers *must* submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an HRA official, a penalty will be imposed.
16. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.



## Pro SXS

### (SXS engines limited to OEM Bore and Stroke)

*This class is for Professional level drivers only. Once a driver enters into the Pro class there is no option to move back down to any Amateur classes unless:*

- 1). The driver has not raced in over 2 years.*
  - 2). The driver has written permission from the race director to move down.*
- All Pro racers will be reviewed by race director to determine eligibility for Pro Class.*

1. Displacement: OEM Bore and Stroke.
2. OEM or a Stock Part means as delivered from the factory no modifications allowed.
3. OEM Turbo Housing with A stock Size billet Compressor Wheel allowed.
4. Vehicle eligibility: any sport SXS up to 1000cc Forced inducted or 2000cc Naturally Aspirated is allowed.
5. No Internal Engine Modifications Allowed unless specified.
6. Must use OEM Cases, Cylinders, and Cylinder heads.
7. ECU flash is allowed.
8. Aftermarket Exhaust is allowed.
9. All Shock mounting points/location may be moved.
10. All Chassis/A-Arm and Trailing Arm Pivots shall remain in the OEM location.
11. Aftermarket shocks, including modified internals/springs are allowed.
12. Clutching: Any aftermarket clutching or components is allowed.
13. Nitrous systems are NOT permitted.
14. Aftermarket roll cage is Mandatory 1.5" x .095" minimum 4130 Chromoly or DOM tubing is required for the main.
15. Top of roll cage above driver's head must have either an 'X' or a front to back center bar with a single diagonal above the driver's head. **In a single center-seat car, a single diagonal bar above the driver's head is sufficient.**
16. Weight Rule: Turbo Cars are a minimum weight of 1750 Polaris Pro-R 1900 lbs. Can-Am Maverick R 2100lbs. All weights are with driver & safety gear included.
17. Top 3 finishers *must* submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an HRA official, a penalty will be imposed.
18. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.
19. Yamaha specific allowed Parts: 48 mm Turbo, 8KJ-11631-00-00 Pistons 8KJ-11650-00-00 Connecting Rod, 8KJ-13761-00-00 Injector, 8KJ-11181-00-00 Head Gasket
20. Honda specific allowed Parts: TD 04HL or BorgWarner EFR 52mm Turbo, HD valve Springs, up to a 10.5:1 compression Piston, BC6922 Connecting Rod

## Class 11 Rules

To be announced soon

# 2024 Heartland Racing Association Protest Form

**Event:** \_\_\_\_\_

**Date:** \_\_\_\_\_ **Time:** \_\_\_\_\_

**End time of the final race of the day:** \_\_\_\_\_ **Protest Submittal time:** \_\_\_\_\_

**Protesting Driver Name: (Print)** \_\_\_\_\_ **Signature:**  
\_\_\_\_\_

**Class:** \_\_\_\_\_ **SXS Racing Number:** \_\_\_\_\_

**Witness to the infraction of Protesting Driver:**

**Witness Name: (Print)** \_\_\_\_\_

**Signature:** \_\_\_\_\_

**Class:** \_\_\_\_\_ **SXS Racing Number:** \_\_\_\_\_

**Driver being Protested:**

**Name: (Print)** \_\_\_\_\_ **Signature:** \_\_\_\_\_

**Class:** \_\_\_\_\_ **SXS Racing Number:** \_\_\_\_\_

**Description of Infraction:**

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**Dollar Amount to be included with this Protest form: \$** \_\_\_\_\_

**HRA Race Official Name: (Print)** \_\_\_\_\_

**Signature:** \_\_\_\_\_