



2017 ERX Motor Park Beater-XSM Rules

(Last update 4/24/2017)

RACE CLASSES

CAR

Compact #1 --4 cylinder, front wheel drive, single overhead cam. No DOHC, no turbos, no superchargers.

Compact #2 --4 & 6 cylinder stock, front wheel drive. OEM-equipped turbos, superchargers allowed. Must be OEM stock engine.

TRUCK

Truck #1 --4 & 6 cylinder light trucks, rear wheel drive only. 4WD trucks allowed, front drive axle must be disconnected.

Truck #2 -- ½ ton pickup trucks, rear wheel drive (or 4 wheel drive must be disconnected from front wheels). V8's acceptable.

Minivan – 4 cylinders or 6 cylinders, front wheel or rear wheel drive, must be stock engine.

Full Size Car - V8, 2 or 4 wheel drive.

UTV

Novice UTV – up to 1,000cc stock engine, stock suspension. Stock, commercially available UTV.

Stock UTV – up to 1,000cc stock commercially available UTV. Exhaust fuel controller , and CVT components may be changed.

Modified UTV – 1,000cc maximum, open suspension and engine mods. Must be two-seater UTV, commercially available.

ATV

Sport ATV - Max 350CC 2-stroke/Max 500CC 4-stroke.

Youth Quad Sport (17yrs and under)– 91-200cc 2-stroke/300cc 4-stroke.

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INCLEMENT WEATHER POLICY

Weather forecasts will be monitored prior to the event paying special attention to the possibility of heavy rain, thunder and lightning, high winds and extreme temperatures. If necessary, athletes will be made aware of these predictions on the ERX Motor Park web site so that they can adequately prepare for severe weather during the race as well as possible course alterations.

On race day, the Race Director will monitor the weather and make a decision if any action will be taken to modify the course. Possible scenarios include: change of race start time on the scheduled date, modification of the race format, change of race date or cancellation of the event.

Wet, slick roadways, standing water and poor visibility due to heavy rains may require rerouting or shortening the course.

Visible lightning will cause the race to be postponed for a minimum of 15 minutes. Additional sightings will continue to delay the race in 15 minute increments.

If high winds are present, extra care will be taken to secure race signage, start and finish areas and other equipment.

RADIATORS, GAS TANKS & BATTERIES

- It is permissible to relocate the radiator to the rear of the vehicle. The radiator must be mounted in a rigid manner so there is no risk of it bouncing loose or becoming disconnected. It is also permissible to disconnect and remove the stock fuel tanks and utilize an alternative fuel cell. Fuel cells must also be mounted with safety in mind, featuring rigid, secure mounting systems. All electrical wiring must be routed away from the cell to avoid any potential combustion issues.
- Front radiator and oil pan shielding allowed
- Gas tank and fuel systems left in original position, or safely relocated
- Battery tied down and covered



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SUSPENSION & 4-WHEEL DRIVE

- Stock suspension (OEM or Aftermarket suspensions are okay, no performance shocks, no changing geometry or mounting locations, okay to reinforce suspension and shock mounting must remain stock)
- Four wheel drive trucks-front shaft must be removed. Four wheel drive cars-rear shaft must be removed

TIRES & MUD FLAPS

- Any street legal or DOT approved tire. Air only implements. Beads on tires may be screwed to rims. No split rims.
- We require the use of mud flaps on all rear wheel drive vehicles. The mud flaps must be properly secured and sized accordingly to prevent debris from being spat at spectators, participants and track workers.

BUMPERS & AIR BAGS

- Similar to stock bumpers only, no sharp edges or over built bumpers
- Air bags must be removed

GLASS

- Remove all glass including headlights and taillights. Removing windshield is optional. If glass becomes a hazard to visibility, driver will be blacked flagged.

DOORS

- No hitting in the driver's door
- Doors have to remain shut at all times. Doors must be chained. Door bars are allowed.
- Driver's side window net is strongly encouraged, but not required.

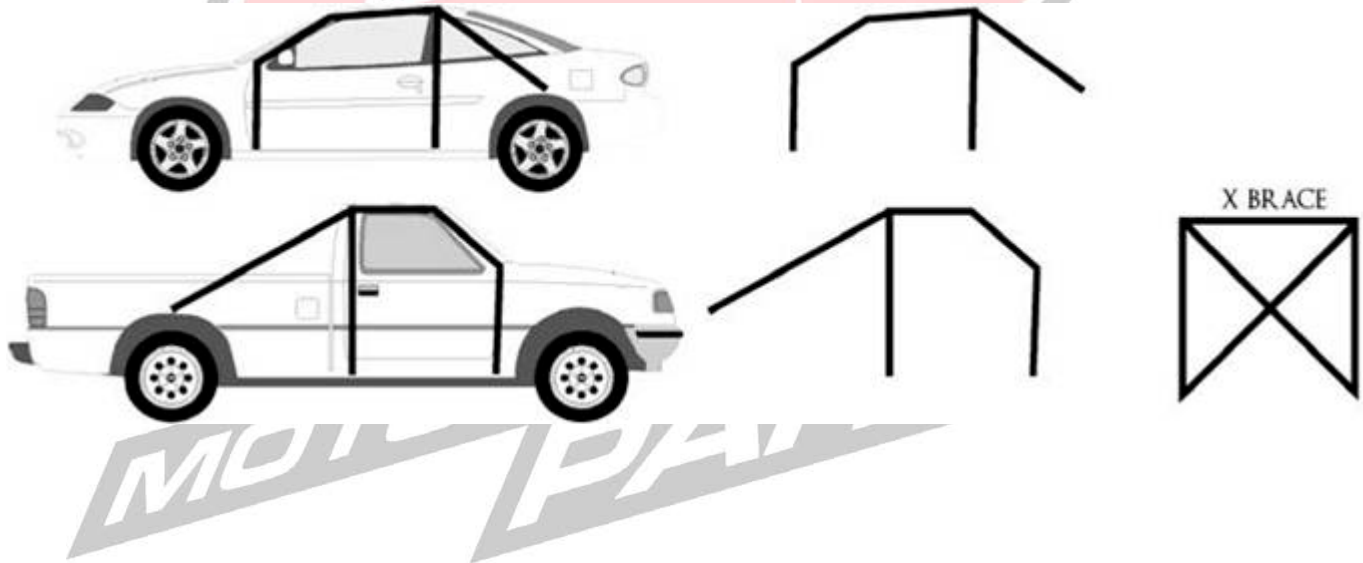
5-POINT HARNESS & ROLE CAGE



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- It is **MANDATORY** to have a 5-point harness system in place. Harness systems and race seats can be found by visiting www.summitracing.com or www.jegs.com (*The 5-point harness in UTV's is required.*)
- You must have a 4 point roll cage that is welded or bolted to be fastened securely (cars, pickups and minivans), it must be made from at least a 1 3/4 inch diameter and .095' thickness. The cage must be inside the car within two inches of the roof, and truck and minivan cages must exceed 4 inches above the roof line (**We strongly encourage the use of 1 ½ inch OD tubing by 11 Gauge wall ERW STEEL TUBE**)
- **Beginning summer 2014 it will be required to have a 6 point roll cage with halo.** It must be a 6 point roll cage made of 1 3/4" round tubing with bent corners (from tubing bender). 6 point cage must consist of main hoop behind driver, hoop over driver to front of car with posts near drivers floor board, kick bars from main hoop going back to mount as close to rear axle as possible. Must have X brace in main hoop behind driver. Mount cage to frame if full frame vehicle, if unibody, must use 6" x 6" plates to mount cage to body. Driver side door bars are highly recommended. Anyone racing before 2014 will be "Grandfathered in" with their existing roll cage.





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OTHER VEHICLE RULES

- Tow point on front and back of vehicle
- Access point to the hood, we must be able to get under the hood in case of engine fire
- Vehicle number must be clear and legible on both sides of vehicle. A vertical number must also be attached to the roof and legible from both sides. All numbers must be white in color with a black background
- All loose items, garbage, etc. must be removed from inside the car prior to arrival at the track
- Driver registration pricing (no membership required)
 - \$35 if pre-registered, \$50 day of race
 - All drivers and pit crew must pay the \$10 gate fee
 - All drivers will pay a \$5.00 insurance fee
 - **You can pre-register online until 5pm the night BEFORE the race! Day of registrations will take place from 3:00pm-4:45pm Pre-Registration website: http://erx.myracedayapp.com/sign_in**



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SAFETY INFORMATION & GEAR REQUIREMENTS

- Age limit of 15 years of age.
- All vehicles must pass a pre-race safety inspection
- Full face helmet or helmet and goggles must be buckled and worn at all times.
- 5-point harness must be worn on the track at all times
- No passengers will be allowed in any vehicle.
- During the race, no spectators or pit personnel will be allowed on the track
- During the race, driver's arms, hands, and head must remain in the vehicle at all times.
- Drivers must remain in dead car unless instructed to do so by an official.
- Any un-sportsman like conduct by driver or pit crew will result in immediate removal from event with no refunds
- Consumption of drugs or alcohol by any driver is prohibited. ERX reserves the right to disqualify any driver from a race at any time if we suspect the abuse of this rule.
- Any violation of the rules will result in a disqualification from the event.
- Any questions or disputes will be the responsibility of the race director whose decision is final.

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QUAD RULES

- Riders must be 15 years of age to compete in this class unless participating in Youth Quad.
- Quads must be STOCK. Any replacement parts must be OEM STOCK or STOCK REPLACEMENT.
- Must have stock tires.
- We observe the rules of District 23 ARMCA racing guidelines:
file:///C:/Users/knelson/Downloads/AMA_Racing_Rulebook17.pdf
- Protective Gear: long sleeved shirts, long pants, gloves, chest protector, shin and knee guards and boots are required. Motocross style gear is strongly encouraged but not required.
- Wearing of Helmets: It is mandatory for all participants taking part in practice and races to wear a full face protective helmet with goggles. The helmet must be properly fastened, be of good fit, and be in good condition. The helmet must have a chin trap type 'retention system'.
- Racing Fees: \$35 for pre-registered riders; \$50 for day of registration.
- Insurance Fee: \$5 insurance fee added to all race registrations.



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UTV RULES

General Machine Class Definitions

Novice UTV : **This class is for beginner racers with little or no race experience.** Machines are up to 1000cc commercially available UTV, all components stock, changing of CVT components (helix, springs, cam arms are permitted) must be stock wheel base and stock width at ride height with driver in the car measured from outside of the wheel to opposite outside of the wheels edge. Coolers may not be relocated; stock roll cages are allowed with modification to meet safety standards. Stock latching doors are permitted however solid doors are advised and permitted for safety reasons. Aftermarket roll cages are allowed and encouraged. Doors must lock in position to retain/protect driver's limbs in the event of a roll over. Must retain both seats in car. Shocks must maintain original mounting points and must be stock for the model of UTV in competition. Suspension mounting point cannot be altered or moved. Aftermarket wheels not permitted. Must use the stock wheels from the manufacturer. Machine should be able to be brought off showroom floor with minor safety modifications and raced. If the machine is found to be modified in any way other than those listed here it will be subject to zero points for the round and moved into stock class as per the race director's discretion.

Stock UTV: Up to 1000cc commercially available UTV. Exhaust, fuel controller, and CVT components (helix, cam arms, and springs) maybe changed. Billet clutches are not allowed. Gear ratios in any geared transmission, drive differentials may not be altered from stock ratio. Must maintain stock wheel base and width at ride height with driver in the car measured from outside of wheels edge to opposite outside wheels edge. Stock cage maybe utilized with modification to meet safety standards. Stock latching doors are permitted however solid doors are advised and permitted for safety reasons. Doors must lock in position to retain/protect driver's limbs in the event of a roll over. Passenger seat maybe removed however a minimum .063 aluminum shield must be secured over fuel cell if in the driver compartment. Shocks must be OEM for UTV used in competition and utilize stock mounting points. Suspension mounting points cannot be altered or moved. Bead lock wheels and aftermarket tires permitted provided they fall into the vehicle width guidelines set forth by manufacturers in stock form.

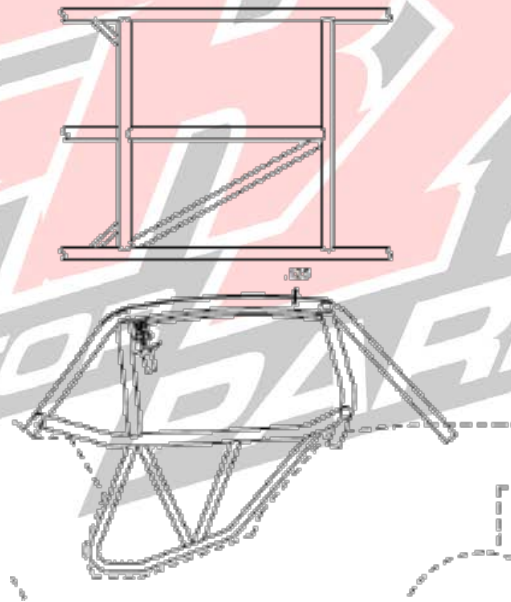


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Modified UTV: 1000cc maximum, open suspension and engine mods. Must be two-seater UTV, commercially available, superchargers and turbo chargers are permitted. Gear ratios in transmission and drive differentials must be stock. Billet clutches are allowed. Maximum width 72 inches at ride height with driver in car measured from outside of wheels edge to opposite wheels outer edge. Coolers maybe relocated as long as the driver is shielded from puncture and liquid contact in the event of a puncture. Aftermarket cages are highly recommended as well as solid climb in style doors. Passenger seat maybe removed however a minimum .063 aluminum shield must be secured over fuel cell if in the driver compartment.

- In all classes if using stock roll cage or using a fabricated roll cage the following diagram must be used for modification. The diagonal tube going over the drivers head (with a minimum 3 inches of clearance between the drivers head and the roll cage) as well as the tube down the center must be installed by a qualified fabricator. Bolt in roll cage bracing from companies like Dragonfire racing may be used however the tube over the drivers head must be installed in such a way that the driver in the event of a roll over is protected from intrusion of foreign objects. Tubing for such bracing must be 1.75 dia DOM tubing .095 wall minimum.





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- Numbers need to be a minimum of 4 inches tall in block letters and either white numbers with a black background or black numbers with a white background and located in an area of the UTV that is easy to see. Foil numbers, colored or neon numbers are not allowed. In the event that a number cannot be read due to its size, color, or location the racer will not be scored.
- All classes are limited to one shock per suspension arm, Bump stops need to be the solid type (no hydraulic bump stops allowed) Sway bars are permitted but must use a solid linkage between a suspension arm and sway bar.
- All classes must use OEM fuel pump with correct stock electronic overturn device installed.
- All batteries must have a metal to metal tie down (stock is permissible as long as it is a metal tie down device attaching to a metal attachment point), and shielded from the driver, OEM/stock covers are acceptable but up to the discretion of the Tech inspector.
- Bumpers and nerf bars are suggested however they must have rounded edges and are not fabricated in a manner of which could cause harm to another competitor. If a bumper or nerf is damaged in competition the race director has the right to ask that it be removed before the next race.
- All UTV racers are subject to safety inspection at any point in competition this includes not only safety items outlined in the rules but machine condition to insure that it is safe for operation by occupants and safe for the competitors on the track. It is up to the race director to determine if a machine is capable or safe for operation for competition.



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POINTS SYSTEM VALUE

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QUALIFYING

1ST	10
2ND	8
3RD	6
4TH	5
5TH	4
6TH	3
7TH	2
8TH	1

FEATURE

1ST	15
2ND	12
3RD	10
4TH	9
5TH	8
6TH	7

CONSOLATION

1ST	6
2ND	5
3RD	4
4TH	3
5TH	2
6TH	1