

# **SPORTSMAN OFF-ROAD RACING SERIES SAFETY STANDARDS**

- These Safety Standards will apply to all Sportsman Division classes
- All Safety Standards are intended to meet the minimum safety requirements to afford the race classes a safe and competitive event. Any modification of or addition to the Safety Standards is prohibited, unless changed by the proper method of notification by the Sportsman Series Technical Director.
- Use of optional equipment is not allowed unless the competitor has prior written approval of the Sportsman Series Technical Director.
- Any deviation from the Safety Standards will result in disqualification from the event or the series

## **GENERAL SAFETY**

- No passenger is allowed in or on the race vehicle at any time the vehicle is in motion
- The event promoter will have safety and emergency equipment on the premises prior to the start of any event
- No race vehicle will be allowed on the track until the track has been opened for official practice
- No driver will compete in any race with their head or arm extended outside of the closed body race vehicle
- Additions to race vehicle bodies, such as fins, scoops, wings or other extruding additions will not be allowed in competition except as allowed in Combined Class Rules.
- Interior of vehicle must be completely enclosed from front to rear with at least .032.
- The floor area on the right side of the seat may be raised to the top of drive shaft tunnel and extend to the right door bar. It is permissible to angle the right side floor panel from the drive shaft tunnel to the top of the door bar and seal off below the window opening.
- Vehicles must be equipped with a complete set of bumpers. Bumpers must be approved by Series.

## **DRIVER | OPERATOR**

- Each race vehicle is allowed only one driver
- Co-drivers are not allowed

## **DRIVER APPAREL**

- All drivers must wear a fire suit meeting the minimum SFI standard of 3.2A/3 or FIA 8856-2000
- It is highly recommended that drivers wear fireproof underwear, balaclava and socks and that the fire suit be one piece design
- All recommended suits must be clean and have the manufacturer's SFI label
- All drivers must wear fireproof gloves meeting SFI 3.3/5 or FIA 8856-2000 minimum requirements

## **HELMET**

- Helmets - All participating drivers must wear safety helmets designed specifically for auto racing that meet or exceeds the SA 2005 or SA 2010 Snell Foundation or SFI Foundation 31.1 Specifications and are labeled as such. Helmets will be subject to inspection at each event by the Technical and/or medical representative.
- Classes must use head and neck restraints such as Hutchens or D-Cell devices or any restraint meeting SFI Specification 38.1
- ● ALL head and neck restraints must meet SFI Specifications

## **EYE PROTECTION**

- It is required that drivers wear eye protection in the form of shields or goggles

## **SEAT BELTS | SAFETY HARNESS**

- Seat belts must meet SFI Specification 16.1
- Seat belts must be replaced every two years from the date stamped, by the manufacturer, on the SFI label
- Seat belts may be rejected by Series Technical Director if belts are frayed, oily or in any way considered unsafe
- Seat belts must be worn in such a manner that they pass around the pelvic area
- Seat belts must not be worn over the area of the stomach and abdomen

- Belts passing through or over the seat must be protected by grommets or rolled edges
- Both ends of the lap belt must be fastened to the roll bar cage with high quality grade 8 bolts, not less than 3/8" diameter, with a castle nut and cotter pin required
- Shoulder harness belts must meet SFI Specification 16.1
- Harness belts must be replaced every two years from the date stamped, by the manufacturer, on the SFI label.
- Harness may be rejected by Series Technical Director if belts are frayed, oily or in any way are considered unsafe
- Harness belts must attach directly to a strong structural member of the chassis close behind the driver's neck.
- At the point of attachment belts should be four to six inches apart and two to four inches below the driver's shoulders
- Harness belts must be secured behind the driver's shoulders so they are prevented from sliding sidewise more than one inch in either direction
- Belts passing through or over the seat back must be protected by grommets or rolled edges.
- Five or six point crotch belts connected to the main belt quick release and securely attached to the chassis are mandatory
- Belts passing through or over the seat bottom must be protected by grommets or rolled edges
- Sternum straps are optional. Latching sternum straps are not recommended
- If used, the driver must properly locate the mechanism on the harness straps

## **SEATS**

- Only manufactured race seats are allowed
- Aluminum or carbon fiber seats are recommended
- Custom manufactured aluminum seats must be approved by Series Officials
- The seat must be mounted in a minimum of four positions with a minimum 3/8 inch steel grade 8 bolt and nut
- Each mounting hole in the seat must have a large area washer with a minimum O.D. of two inches
- All seats, rib protectors, leg extensions and head- rests must be padded
- Sportsman truck classes must have a 1/4 inch metal protective shield covering the back and bottom of the seat
- Round steel seamless aircraft 4130 tubing or D.O.M. tubing is mandatory for the basic roll cage, and must be Series approved

## **GLASS**

- All stock production glass must be removed from race vehicles

## **SIDE WINDOW NET**

- Window nets must meet SFI Specifications 27.1
- The window net must fill the entire left side window opening of the race vehicle with no more than 3 inches gap for access to the drivers
- All window net mounts must be welded to the roll cage
- The window net, when in the closed position, must fit tight and be secured with a quick release safety latch
- Velcro is not allowed

## **HEADLIGHTS | PARKING LIGHTS | GRILL ASSEMBLY**

- Headlight and parking light openings must be covered | Headlight and parking light decals allowed
- Single section grill pieces, which have been approved by Sportsman Series Technical Director, may be used in place of factory production grills.
- The single section grill piece must fit the required template
- Single section grills must maintain stock appearance of vehicle representing

## **REAR VIEW MIRROR**

- Rear view mirrors are allowed

## **FIREWALL**

- Both the engine and fuel cell must be separated, and sealed, from the driver's compartment by a metal firewall. Material minimums: Aluminum .040; Steel 20 gauge, .035

## **DOOR**

- Door panels must retain all factory-molded contours and accent lines
- Operating doors must have a positive latching system, stock handles and latches are allowed
- Secondary latching systems are required on all operating doors
- Standard production or after-market approved doors may be used

## **FIRE PROTECTION CONTROL**

- It is mandatory that each race vehicle have, within the driver's reach, a portable UL approved dial equipped fire extinguisher; not less than 2.5 lbs, AVC rated dry chemical or Halon 1211 or equivalent.
- Fire extinguishers must be fully charged and mounted very securely with a quick-release system within easy reach of the driver.
- It is mandatory that all entrants have in their pit area and as part of their equipment a fully charged dry chemical ABC fire extinguisher of 10-pound capacity or larger.
- Sportsman race trucks must have a remote on board fire suppression system, piped to the engine transmission compartments. (5 pound minimum system). It is recommended that additional nozzle/s be installed in the driver's compartment.
- Sportsman vehicles must have a clearly marked "fire door" in the sheet metal covering the engine/transmission area. The door must be easily opened without tools and accessible through the passenger side window. The minimum opening should be 40 square inches.

## **BATTERIES**

- Lead acid batteries must be inside a non-corrosive container and securely mounted to the chassis
- Gel cell batteries are recommended
- Positive battery terminals must be protected to prevent any possibility of contact with a grounded part of the vehicle

## **MEDICAL ATTENTION**

- If competitor requires medical attention, by track or other medical teams, the attending medical technician must approve the competitors return to competition.
- Failure to comply with advice of the medical technician will result in disqualification from competition for the balance of the event. Competition Director will administer this procedure.
- If a driver loses consciousness at anytime during an event, the driver cannot compete for at least seven days and must be cleared to resume motorsports competition, in writing, by a qualified physician.
- Any member involved in an injury accident while on the event premises must report the accident to an Official before leaving the premises.
- If the injured member is unable to make a report, a representative of the member must inform Officials immediately.

## **QUALITY OF WORKMANSHIP**

- All aspects of race vehicle construction and workmanship must meet with the Technical Directors approval

## **FUELING OF RACE VEHICLE**

- No fuel may be added to race vehicles in staging or on the starting line prior to a race or practice  
Race Stewards may exempt this rule for unusual circumstances.

NOTE: UNAUTHORIZED TRANSPORTING OF FUEL IS DEEMED A SAFETY HAZARD AND MAY VIOLATE FEDERAL D.O.T. AND STATES STATUTES.

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