

Rampage Northwest Off Road SXS Sprint Series Rules



**Introduction to the
Rampage Northwest Off Road SXS Sprint Series**

**Welcome to HRMC a proud family of Off Road enthusiasts.
HRMC is an off road facility the strives to be one of the best in the Northwest with over 35 years of Experience in the Off Road Motorsports Industry.**

We too are Enthusiasts and race as well; you have our support in building one of the best competitive side by side facilities for your enjoyment.

We encourage comments ideas and feedback, so please feel free to politely consult with us on your ideas.

**The HRMC staff are very dedicated and hard working group of people.
Please respect their position with HRMC they have your best interest in mind.
With your support and participation, it will help in making this series a success and build a family we can all be proud of. Please spread the word.**

Basic Track Race Rules:

HRMC wishes to grow the sport of SXS enthusiast into a family sharing activity and to create a long term series for sport and or career related interests.

The Rampage Northwest Off Road Sprint Series is one of the biggest SXS Series events in the Northwest.

Designed for a full time career, weekend enthusiast or part-time sportsman and will help provide a vehicle to learn and adjust to the rules for participation and safety of the series.

All cars must meet minimum manufacture standards and all safety gear must be in proper working order, tech will take place at all events to determine if the car is ready to enter onto the track surface.

Cars will be teched in for safety and to meet class standards prior to racing and or during or before their heat or practice.

Brakes, tire condition, steering, ignition, all must be in good working and secure order. Please respect the Tech Officials Opinion as they are concerned about your safety and participation. If you are building a car build to the rules not around them.

Short Course Race Track introduction: (various starting procedures may vary at different associated series tracks).

Driver meeting will follow immediately after practice on the day of the race.

Laps for the Short Course will be around 4 to 8 laps per Heat Mains 7 laps, 2 heats and a main and scored for final off the Main.

All drivers prior to entering track will report to the staging area to be staged for the staging circle including practice day of the event.

Rampage Series at the Horn has a rolling start designed through a staging circles and cars will start in their respective rows... row 1 inside outside, row 2 inside outside and etc. you could also be placed 3 a breast, inside, middle and outside position 1, 2, 3.

This will be communicated and handled at staging. Once staged in your position you will enter onto race surface to enter into the staging circle to prep for the start of the event.

First heat run is random pick of cars for position from computer class listing, racing in heat 1 determines your start position for heat 2. Heat 2 will determine position for main.

Main will consist of 6 to 12 laps. Final of main event determines your score for that class.

Cars will enter into staging area and receive instructions from the official for their respective rows and sides, cars will then be released to the track surface slowly in their chosen and or respective order in rows.

Cars will then proceed onto track surface slowly in your respective order and enter into staging circle, then normally one lap around staging circle and come back to the green flag start.

Class will start immediately after the staging circle as long as all cars can reach staging circle.

If cars all maintain rows upon run up, a green flag will be given. **(Head row sets pace).**

If cars fall out of rows anticipating green flag or other rows jump out of line, then an immediate yellow will follow and a rerun up to the head flagger will entail. Cars will make another full loop slowly with lead rows setting pace. No passing until after green flag has been given.

Dangerous, excessive overdriving and or using your car as a weapon for pushing, smashing or any deliberate act against another driver will not be tolerated.

Class Definitions:

Pro Open 1000:

(Pd Class, no Amateur level driver allowed,

Once in this class Driver cannot race down to any other class. This class cannot qualify for any other amateur classes once you have run this class. Engine displacement 700cc-1400cc. Turbo and non Turbo machines.

Modified Machines up to 1400cc Modified Engine displacement, Motor cannot be 1400cc displacement and then modified, machine framing can be modified, Aftermarket parts allowed and moved and or modified into relocation points and roll cage must be reinforced with solid weld and welded to frame as to make the machine fully intact as one). After market cab changes are approved as bolt on as long as the cab roll cages are reinforced and attached to the stock channel located at the lowest point of the factory frame. Grade 8 steel bolts and lock washers to attach the roll cage are mandatory. *(Suggested to be welded or tied into rear bumper system of the main frame area).*

Production Turbo/Turbo addition or Supercharger *(No injection nitrous fuel injection systems)*

Production 1000

Production 900

Production 800

Sportsman Elite Open:

(Amateur driver with at least 1 year of racing experience or has scored enough pts in a series to not be a beginner operator. Modifications are allowed to frame and shock positions but motor and trans must remain in stock frame positions without changing the geometry of the drive train). Turbo and Non Turbo, NON PRO stock and production are allowed.

Manufactures Open class:

(RS-1, YXZ, Texron, Polaris) Classes will compete against like manufactures

Sportsman Open

(Beginner) 1 year or less Experience and or have not won a series in an upper level class and have not received 100pts for the season.

Women Open

YOUTH:

Production 170 (6-12yrs) (stock)

Unlimited 250 (8-16 yrs.)(Stock and Mod)

Practice Series

Scheduled on Rampage Short Course Series Card

\$50.00 per driver, \$8.00 passenger or Spectator

GP Practice Track Rush (open on facility practice schedule)

\$50.00 per driver, \$8.00 passenger and or spectator

Class Fees:

1st Class \$60.00

2nd Class \$50.00

*****Details:**

Gate Fee Race Event

\$15.00 single day, \$25.00 2 day.

Overnight Camp Fees: \$35.00 Per RV and or tent.

RV Hookups, camping available, heated showers, restrooms, plenty of drinking water.

Renn Race fuel, and Ice available on site

Radio Broadcast HRMC FM 104.1

Practice will start at 830a, racing at 10a the day of the race event.

Organized scheduled practices for the series will start at 10a to that days scheduled end times for the facility.

Course Flags HEAD FLAGGER: (Officiating Flagger in track stand starting and controlling event)

1. Green: Start

2. White: 1 lap to go.

3. Blue: You are being approached by the leader, do not impede progress, please give way.

4. Black: disqualified from that event (Proceed immediately to staging for instructions)

5. White/Checkered crossed ½ way to finish.

6. Yellow Flag (slow down no passing, remain in your line for possible restart).

A. Yellow off start, no start drivers are out of line and or off start pace, proceed 1 more lap in staging circle and get into your respective rows to receive green to go next time around.

B. A cupped Yellow/ green waving alternately from head flagger, warning remain in rows, drivers are out of line proceed another lap in staging circle to gain green flag. Drivers not remaining in line after notification can be disqualified. (*lead row sets pace*).

7. Checkered Flag: Race is finished exit track.

TRACK SURFACE FIELD FLAGS

1. Yellow/Red field flag proceed to staging.
2. Yellow field flag: Proceed with caution, do not pass another driver. Resume race following 50ft after yellow flagged area.
3. Medical Flag (white with Red Cross) Driver in that section requiring attention slow down give way to medical personnel. (Red flag will most likely follow). No Jumping and or passing, slow down in that section.

MANDATORY Safety/REQUIRED list to be on the track:

- On-board Fire Extinguisher (mounted outside the drivers side cage bar so that it is easily accessed by track crew if needed).
- Metal or Plastic Roof
- Doors (fully intact and no openings below the waist)
- Aftermarket roll cage required for non-production 1000cc race classes
- Driver and or co-driver side window nets and/or wrist restraints
- 2" minimum wide, 4 or 5 (five) point restraint system for both driver and or co-driver are required
- SFI rated fire race suite is required along with an approved DOT or Snell full face helmet, goggles, gloves with boots or driving shoes. (Inner helmet Head and Face fire rated protection Advised)
- Tech Inspection sticker on roll cage
- Driver must be minimum 12 years or older to drive full size SXS 600cc or above

SXS (Side by Side). The SXS production rules are designed to keep racing low cost and ensure that what is raced on the weekend can be purchased on Monday at your local dealer. With that said some **MANDATORY/REQUIRED** safety modifications will need to be made to your UTV to pass tech inspection.

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

Stock Definition: All stock suspension frame mounting points must remain in the stock/OEM location. No motor or transmission modifications may be done, and all motor/transmission mechanical components are to remain OEM and within OEM tolerances for the current model year and same model unit per VIN number. The full factory air intake system from the primary air box housing to the engine must remain stock OEM. The air box lid is to remain as delivered by manufacturer. All other changes are allowed.

YOUTH CLASSES:

All youth classes will meet all listed standard car safety standards as SXS , must have head or neck restraint, window nets or arm restraints, minimum 2" 5 pt harness, closed doors, fire extinguisher and fully enclosed helmet DOT or Snell Rated with shield, no goggles. Minimum SFI Fire rated suits, head and face mask, gloves, leather boots and or fire retardant fire shoes. Please note SXS numbering standards and apply to youth classes.

170cc- (6-12yrs).

250cc classes (8-16yrs).

YOUTH PRODUCTION : Stock machine as built by manufacture or kit and meet the minimum safety standards for the youth class. (Full roll cage suggested)

UNLIMITED YOUTH 250cc: Modified class must have cages built for racing and modifications are allowed.

1. All vehicles must pass technical inspection prior to Practice and or going to starting line. Failure to do so will result in disqualification. The tech-inspection sticker must be placed on the cage next to the steering wheel.

2. Once a vehicle goes thru technical inspection, no additional chassis modifications are permitted.

3. All factory suspension a-arm and trailing arm frame pivot points must remain in stock location.

4. Superchargers AND Turbos are ONLY allowed in turbo classes, Turbo SXS Production 1000

NOTE: Nitrous or any other pressurization/injection type system will not be allowed in any class.

6. All vehicles must have a fire extinguisher mounted on rear of the roll cage (driver side), easily accessible.

7. Race Numbers:

- Will be a minimum of eight (5 to 8) inches tall.
- Black numbers on white plates.
- Number shall be readable from both sides and rear facing of each car.
- Minimum four (5) inch number facing the front of the car above driver's front window.
- Extra-large roof top panel numbers are beneficial.
- Side Door Numbers or the vehicle MUST have side "fin" numbers. (Behind the roll cage just above the rear fenders on both sides.) preferred.

8. Aftermarket well-built roll cages made for racing are suggested in the 1000cc / Open racing classes.

Factory stock roll cages will be allowed. A factory cage can be modified/reinforced and tied into rear bumper/frame at two points. Gusseting of the factory cage is highly encouraged. It will be up to the tech inspection official to pass an OEM modified cage. You will be allowed one time use upon notification to change it before next event.

9. A metal or plastic roof panel on the top of the cage is required, front window opening covered with Shatter proof windshield or covered with mesh netting with minimum openings not larger than 1/2", recommended. If no window protection, then helmet must have a shield for face and eye protection.

10. Doors are required and must be mounted in a way as to not be able to pop open during racing. Factory doors are approved, if undamaged but must be fully closed as to not allow any openings below the seat and knee level.

11. Driver and or co-driver side nets and/or wrist/hand restraints are required.

12. Minimum 2" wide, 4 or 5 point restraint seatbelt system for both driver and or Co-Driver are required. Restraints must be attached to the solid frame of the SXS. The 5 (five) point system must include a center belt that is at least 2" wide.

13. Certified head restraint system certified by SFI or FIA is highly recommended and should be used for all classes. A neck donut or restraining device is also (recommended).

14. SFI rated fire race suite is required. Full personal safety gear must be worn to include:

- Fire retardant suits must be worn that cover from neck to ankles.
- Helmets full face, fire rated gloves, goggles, racing shoes or boots.
- Motorcycle type jersey and pants will NOT be allowed as it is extremely flammable.

15. Tech Inspection hours will be posted or announced before the event and will need to be done before the car goes onto the track. Hours may change at any given time before or during an event weekend. IT IS THE RESPONSIBILITY OF THE RACER to have their vehicle go through tech and vehicles must complete technical Inspection prior to staging. A tech sticker or designated band will be placed on the cage when the vehicle passes.

16. All SXS starting positions in heats will be staged by random luck draw from computer staging for heat 1. The success of this will solely depend on the drivers working together. Races will be staged on your heat finish for heat 2, position will be placed for main based off your heat 2 finish. All drivers will run 3 races.

Classes exceeding 26 drivers will be split and run A main and a B main.

17. All SXS drivers and/or representative must attend and sign in at the mandatory drivers meeting on event day at posted scheduled times at registration. They must stay for the entire meeting until dismissed.

18. All SXS must have full body plastics on vehicle. Stock OEM fuel tank and fuel delivery systems only.

19. All SXS must have front and rear fixed loop towing access points marked in red. Otherwise track crew will be forced to tow at their discretion.

20. All special assist drivers (i.e. paraplegic, deaf, etc.) need to have a medical wheelchair sticker placed on both sides of the front roll cage; so that our track staff can better assist the driver.

21. During any process where staff are on the race course under a yellow flag to recover or assist another race vehicle, the 100 feet before and 50 feet after the incident are considered a safe zone. The max speed in this area is 5mph. Racers cannot gain position on other racers in this flagged area. Any violation of this safety zone will mean automatic penalty and or disqualification of the racer.

22. Red Flag: all drivers will move slowly to the staging area to be stopped, reorganized and a restart will follow out of the staging circle.

23. If race is 50% complete before Red Flag, then after restart the race will finish with remaining laps for that event.

24. If race is 90% complete upon red flag the race will be final based off the finishing lap of 90%.

25. Yellow flag conditions will not indicate a restart of that event, only Red Flag Conditions. Yellow flag conditions may initiate a red Flag condition so please adhere to the yellow flag condition.

once through the yellow flag condition racing may presume if there is not another yellow flag condition and continue to race back to the start. All yellow flag conditions are non - raceable sections.

SCORING:

Scoring will be based off Heat and Main for total Championship pts.

The following points system will be used to determine event winners.

1st place -20 pts

2nd place -16 pts

3rd place -13 pts

4th place – 11 pts

5th place – 10 pts

6th place – 9 pts

7th place – 8 pts

8th place – 7 pts

9th place – 6 pts

10th place – 5 pts

11th place – 4 pts

12th place – 3 pts

13th place – 2 pts

14th place and up – 1 pt. ea.

The same amount of points will be given to each placement regardless of the number of Drivers entered.

The Main finish is your placement for the event final for that day.

Total pts for Heats and Main go toward your Championship award.

Pro payout will be 100% of the entry Purse during the SXS series.

1. All riders finishing 15th place or beyond will receive 1 point per event.
2. To be eligible to receive Race finish points the unaided Driver and machine are required to cross the finish line together unless they are instructed to do otherwise by the referee or the direct instruction of the finish line official. Drivers must also complete over 50% of their allotted laps. Failure to comply can result in the forfeit of race and finish points .
3. All DNF's (Did Not Finish) will receive 1 point, providing that rule # 2 was followed.
 - a. DNS (Did not Start) will receive 1 pt. for attendance and has finished practice prior to moto.
4. If a Driver who takes a race win is disqualified, all drivers will move up and the race win will be given to the second place driver respectively.
5. The driver receiving points in one race, but failing to participate in another race, does not forfeit points earned in the other race.
6. Any driver who is injured and continues to drive and becomes a hazard to other riders or self will be black flagged and removed from the track. They will not be disqualified unless they fail to comply with the black flag.
7. In the event of a tie in points at the end of a Series, the driver with the most race entries will win the Series title for that event, in the event there is still a tie, the driver with the most wins will be awarded the Series title.

PROTEST:

- Please receive protest form from Driver sign in. HRMC will then notify proper officials for review. Please see FORMS page to view and download.
- Official will contact concerning Parties after review for discussion or decision.
- This discussion will be handled in a professional manner. All decisions will be final for that race.

RACING:

- The penalty for “jumping out of order” off start can be disqualification. The start gate officials are responsible for enforcing this requirement. A driver who jumps the start will be notified if he/she is docked one lap by an official before the race is started if the group receives a Green/Yellow Cupped waving flag you will be given the opportunity to continue back into the staging circle for another attempt. If the same driver commits the infraction a second time, he/she will be black flagged and made to not run that race. This could cause a red flag event on the starting grid and force the official to realign the group.
- 2. The penalty for “cutting the course” shall be disqualification for the day unless it is determined from all possible Race Official witnesses and upon clear investigation that:
 - A) The infraction occurred as a measure to prevent immediate collision or injury to another driver.

Passes are not to be stretched into the infield you must remain on track surface to make the pass.

B) To avoid disqualification, the rider leaving the course should return to the track in a safe manner, not gain a position or driver will be penalized 1 position at finish if such pass is successful.

NO SPECTATORS WILL BE PERMITTED ONTO THE TRACK SURFACE without Authorization,
Designated viewing areas will exist

4. Drivers and pit crew personal are to stay in designated areas, i.e., pit board row, behind barriers, signs and fences.

Disregarding track rule safety procedures can be grounds for being expelled temporarily or permanently from the facility, fined or forfeiture of the day's event scoring with no refunds.

6. First Heat staging picks will randomly be generated from trackside program. The second Heat staging pick will be a direct result of the finish order of the 1st Heat, i.e., 1st place in moto 1 will have the 1st Row position #1 in Heat 2.

7. Drivers must proceed to their staging area in a slow safe manner prior to your event Know your race and when it is and be there at staging immediately after the start of the race prior.

This allows ample time for position staging so the event can keep moving.

If your class is staging and you are not present, you will get a 2 minute notification. After the expiration of the 2 minute warning the drivers will proceed to the main staging circle and you will forfeit your position of start. A driver is allowed to have a pit crew member accompany them to the staging line for race safety prep. No adjustments to the car will be allowed.

8. Appropriate gear must be worn at all times while driving on the track surface.

9. Parents of minors will not be allowed to scream at, slap, hit, swear at their driver (or anyone else's driver) or the HRMC staff, PERIOD. Parents may be required to sign a code of conduct prior to their child racing at HRMC racing events. Parents can be asked to leave the premises if caught in violation of the code of conduct. This Kind of action could result in permanent suspension from the HRMC Facility.

10. Drivers may use an alternate machine in a race if necessary, but machine must be of the same nature as the one initially intended to race. An HRMC representative will have the final decision on alternate Machine and it must clear tech prior.

11. Pit bikes will be allowed providing they are ridden safely. HRMC may suspend pit bike privileges. Do not Abuse this privilege!! No riding without helmet, speeding, wheelies or Brodie's, No Passenger can ride on the back of any motorcycle without a helmet!!!

12. Pit bike racing will follow rules equivalent to AMA rules and at the decision of HRMC Official.

13. ALL DOGS MUST BE ON A LEASH and please clean up after your animals.

14. No bicycles in staging area or grandstand areas.

15. Power test and tune is to be done in designated trail areas. Test and tune are not allowed race day until 7:30 am. A short practice will be organized the day of the event to tune in your machines.

DISQUALIFICATIONS;

You could be disqualified for the day/or season for not obeying the following rules:

1. Riding any motorized bike/quad without a helmet, this includes in the pits.

2. Indecent Conduct of a driver or anyone associated with the driver (Arguing with any official or track crew/ use of foul language) can be disqualified. This includes Disrespect toward HRMC organization, families or the competitors and staff. The HRMC Facility is a family oriented facility; please respect others around you, adults and kids alike. If you have an issue, please see track officials.

Distractions and heckling during events or practices is not tolerated in the facility. You will be asked to leave. Please handle yourself in a professional manner. Violation of this rule could result in temporary or permanent suspension from the facility.

Please be courteous to track staff, they are doing their job. Violation of this policy #2 above can result in permanent suspension from the Facility.

3. Drivers can be disqualified if parent, family, or friends of drivers jump the fence onto the track surface during a race. (This is a safety issue, if a rider is injured: please wait for an HRMC representative to signal you to the track). Jumping across the fence or onto the track surface can result in the injury to that person or others on the track and limit the EMT from performing his/her duties of caring for the driver and incident.

4. Willful destruction of property, bldgs. (this includes the parking area).

NOTE: No washing of Machine air filters in bathroom sinks or displacing oil to the ground in an Intentional manner. This is against the law and is punishable by Law. Use proper containers and do not

dispose in the dumpsters take it with you for proper disposal or use our reclaim station located at the facility.

5. Use of drugs or alcohol during an event by a driver can be grounds for immediate disqualification.

6. Crossing the track in front of a driver, running out on the track during a race, or spectating in a manner that will endanger yourself or other drivers.

7. No Racing, passing, or jumping in the vicinity of where a yellow flag/Medical flag is being displayed.

8. There will be no refunds if you are disqualified for any reason. No refunds after practice for that day's event. Circumstantial situations must be brought to a HRMC track official.

9. The driver/family is responsible for the conduct of all persons associated with their party; this includes the night prior to an event.

A. HRMC values our drivers health and safety and we have a concussion policy that is strictly adhered to. Please follow our medical staff recommendations and proceed with action to protect your driver or yourself. If you fail the concussion policy test following a concussion you will not be allowed to continue in the event for that day. All Medical staff has the authority to discuss and enforce the concussion policy to the current symptoms.

For signs and symptoms of a concussion and the facility policy. Please see and request a copy of the facility concussion policy ahead of time.

10. There is a noise limit in the complex; quiet hour is from 10:00pm to 7:00am. An HRMC official can enforce disqualification for any infraction of this rule.

11. SPEED LIMIT-5 MPH helmets must be worn on all non-caged motorized vehicles, motorized vehicles competing on any competition surface and or joy riding and trails must have a helmet Golf carts, UTVS used in facility for transportation must adhere to the 5MPH speed limit this rule is strictly enforced

1st warning

2nd disqualification of your class

3rd End of your racing day or banned from the facility.

12. No spinning of tires (bikes/quads/autos) in grass or gravel area.

13. No track cutting or berm cutting.

PLEASE WATCH FOR SPRINKLER HEADS AND NO MOTORIZED VEHICLES ARE ALLOWED ON THE GRASS AREAS!!!

REMEMBER THE SMALL KIDS AT PLAY, WE SHOULD ALL BE WATCHING!

SERIES CHAMPIONSHIP PRIZES and TROPHIES

1. A driver must compete in the specified number of race events in the designated series (day) to be eligible for series championship awards. (Money, Trophies, Contingencies, etc.)

– Event is defined: The races that make up the individual day or night Series. The race format determines the criteria for the event per day. Ex: RND #1 is an event; RND #2 is an event.

drivers cannot run half of their class and switch to another class and win the Championship in both classes during the Series. (You have not met the criteria of the set Series). Drivers must complete the minimum event criteria for that class.

EX: Must have raced 8 out of the 10 times in the any class.

2. A driver must compete in all scheduled events minus the set criteria for the race series, to meet minimum qualification requirements, in all series events to be eligible for series championship awards. (Money, trophies, contingencies, etc.) EX: “8 out of 10 events”, “9 out of 10 events

Please see current year flyer for that posted series requirement.

3. After 1 Series wins or 100pts accumulating in the D class (Beg), the rider will be required to advance into the next higher class, i.e. C class. If a rider starts out in D class (Beg) and skill level is being accomplished quickly then D class riders have the opportunity to move themselves and take 50% of his/her points with them to move up to the next class. If HRMC has to move you up do to a skill level protest, then you will not be able to take your 50% pts with you. Attendance requirements for the series will be honored to carry to next class level. The driver will start out next class at 0 pts if Officials have to move the rider up to next class. If a rider knowingly enters a D class after racing other series events elsewhere, the driver will be investigated from a protest and that rider will be disqualified from that class and given the option to move into his/her next level and or appropriate class if evidence shows to be true. No points will be awarded for this infraction. If a driver has previously raced, left the sport and came back, he/she is not considered a D Level driver you must move up to another class.

4. In the event that a series champion has already began another series prior to the championship award, he/she will be allowed to finish the previously started series in the division entered (leading riders should view rule 8). All series started following a championship will be required to move to the next higher division, i.e. D to C

Note policy #5 below.

5. After a driver advances out of the D class, he/she will not be permitted to return to D.

6. HRMC encourages our more accomplished D racers (SAND BAGGERS) to move themselves into the C division or experienced class as soon as one feels his level has improved.

7. HRMC personnel will be randomly monitoring and timing various lap results to help ensure our racers are competing at the appropriate level. In the event a racer is driving less than or beyond a level of his/her current class status, HRMC officials are committed to the sport of racing as well as to the riders themselves (and families if applies) in assessing which driving division is the most appropriate in regard to driver safety and ability.

HRMC reserves the right to adjust driving levels.

HRMC requires 2 drivers constitute a class; however, final decision shall be made by track officials whether enough drivers are available to run a class.

8. SXS AND SKILL LEVEL CLASSES

A rider must meet the age group requirement as of Jan 1st of the start of the current season.

If a driver is in a class and reaches that age level, he/she will be allowed to continue the series until complete.

*Rules can change in advance of next series event. The rule changes if needed will be posted and drivers notified prior to event.