

U Class Modified – per AGM

S Class – Modified division

These rules are valid from January 2016 and relate to the next step of improvement from the Pro Buggy Production SXS/UTV presently competed. This class encompasses modified engines up to 1500cc or factory production turbo releases of SXS/UTV up to 1000cc engine capacity.

Note: The following rules may be altered or added to by the Chief Steward on the Recommendation of the Chief Technical Officer without notice during 2016 as the need may arise.

- a) SPECIFICATION: Restricted to mass produced side by side UTV type recreational vehicles. Vehicle makes and models to be inspected and passed by the ORANZ Chief Technical Officer or delegated person before that type/model is eligible to compete. Each model will be provided with a list of safety enhancements pertaining to that type of vehicle which shall be presented with the log book at scrutineering for ease of scrutineering.
- b) Engine: Engine size up to 1000cc for turbo engines and 1500cc for naturally aspirated engines. The engine must be based on the production engine that came from the manufacturer, retro fits are not permitted. Turbo type, boost pressure, ecu mapping and ECU open. Aftermarket air cleaners, snorkels and mufflers open. A bolt on turbo kit can be fitted to a production based turbo engine or a non-turbo based naturally aspirated engine UTV. The only internal modification allowed to the engine is head gasket and de-compression plate plus change of head studs to lower the factory compression. Naturally aspirated UTV engines are permitted to have modifications to both internal and external components to a maximum of 1500cc. No NOS or other gas additives are permitted.
- c) Transmission: Transmission and diff(s) to remain stock and vehicles must have an operational reverse gear. Axles may be strengthened or aftermarket axles used provided parts are the same dimensions as original parts. Clutches, clutch springs and shoes are free. Clutch Cooling Optional. No other modifications to the clutch are permitted.
- d) Chassis: Must remain stock except for reinforcing for safety reasons required by ORANZ at the time of type approval for racing or subsequently on the recommendation of the Chief Technical Officer.

- e) Suspension: Vehicles must retain the original suspension design, number of shock absorbers and dimensions (e.g. wheel base and width). Aftermarket springs and shock absorbers may be used but must not alter the original suspension travel. Suspension arms may be strengthened or aftermarket parts are permitted provided parts are the same factory length and dimensions as original parts. Front and rear sway bars are free
Wheel width is to be measured from hub flange to hub flange with wheels off. Wheel Base is to be measured from front Hub center to Rear hub Centre. Wheel width not to exceed 2.000mm measured outside to outside of wheels normally inflated.
- f) Coachwork: The original coachwork is to remain including all safety features included by the manufacturer. Extra mudguards may be fitted. It is essential that protective nerf bars be fitted which protect at least 2/3rds of the rear tyre width or anywhere that sharp edges are present. Protective panels such as under body protector, roofs or A arm protectors etc may be fitted. Doors to be fitted but side intrusion bars must be included from armpit to knee height of minimum 2.5 wall thickness tube. (Refer G) At least one rear vision mirror is compulsory. Window nets to side openings to restrain arms from exiting the vehicle in case of accident are to be fitted. These must be a simple release arrangement to allow either the competitor or marshal to open easily. UTV passenger seat as supplied by manufacturer for the model to be retained in the original position.
- g) Roll Cage: A standard or retro fitted top roll cage must have a "V" in the front windscreen area of same tube diameter as the window frame, diagonal bracing in the roof, and at least one diagonal in either the rear hoop or back stays. A tube from the top "A" pillar bend down to the lower chassis must be installed. Head ache bars must be fitted or retro fitted roll cage of superior strength design to give adequate helmet clearance and protection. Minimum roll cage tube diameter, wall thickness, material specification with driver and passenger head clearance is listed in Rule 44 of the ORANZ Rule Book.
- Head ache bars must be fitted - these protect occupants heads as pictured.3p
- Rear cage must be fitted similar to one pictured below.1p
- Front nudge bar (bush bar) must be fitted. 4p
- Front v bar must be fitted similar to picture. 2p
- Harness retaining clamps must be fitted, 5p or seat belts placed through seats must pull down on the occupant.
- Nerf bars must be fitted. 6p.

1P



3P 4P

2P



5P



6P



- h) Wheels and Tyres: Wheels and Tyres are open. Adapter plates / Spacers to allow fitment of aftermarket rims are permitted but must fall within Rule E
- i) Radiator: May be upgraded but must be mounted within the body frame or within the roll cage. Protective guards may be fitted. Driver and passenger to be protected.
- j) Steering: Manufacturer's original specification is to remain. Aftermarket steering wheels may be fitted but must be securely fastened. Tilt steering columns are permitted if part of the vehicles original specification but must be securely locked into position. These are to be checked at scrutineering.

- k) Fuel Tanks: Original fuel tank(s) and/or an additional fuel tank may be fitted. Additional fuel tanks can only be fitted in the rear tray compartment and MUST fit within the confines of the roll cage and be fastened to the chassis. Additional fuel tanks cannot be fitted in the driving compartment. Fuel must not be able to enter the driving compartment at the time of refueling, additional splash guards may be required. All fuel tanks to be fitted with a non-return valve to the breather to prevent fuel spillage in the case of a roll over. Maximum capacity of fuel to be carried must not exceed 85 litres in total. Additional fuel tanks if used must be fitted prior to tagging and noted within the Log Book. Any additional fuel tanks are to follow the firewall rule 28 (i to v and vii to ix) plus Rule 43 (i and iii).
- l) Firewall: Original firewall to be in place but may require alteration if deemed necessary by the Chief Technical Officer.
- m) Electrics: The ignition key may not be used as the battery isolating switch. An additional battery isolating switch is to be fitted to completely isolate the electrics at any given time including engine stopping. Battery Isolation switch to be fitted in reach of driver, passenger and from outside the vehicle. Battery isolation switch to be clearly identified.
- n) Battery to be a sealed type or a non-spill type when inverted.
- o) All other ORANZ Rules pertaining to general racing requirements (dust lights, tow rope, harnesses, first aid kit, fire extinguisher, seats, horn, clothing and footwear, battery etc.) are applicable to this class.