



ARA Side by Side Rules 2018

SXS GENERAL CONSTRUCTION AND SAFETY RULES

1. VEHICLE SIGNAGE

- A. Advertising on race vehicles must be in good taste.
- B. USAC may require the use of specific sponsor decals.

2. NUMBERS AND STICKERS

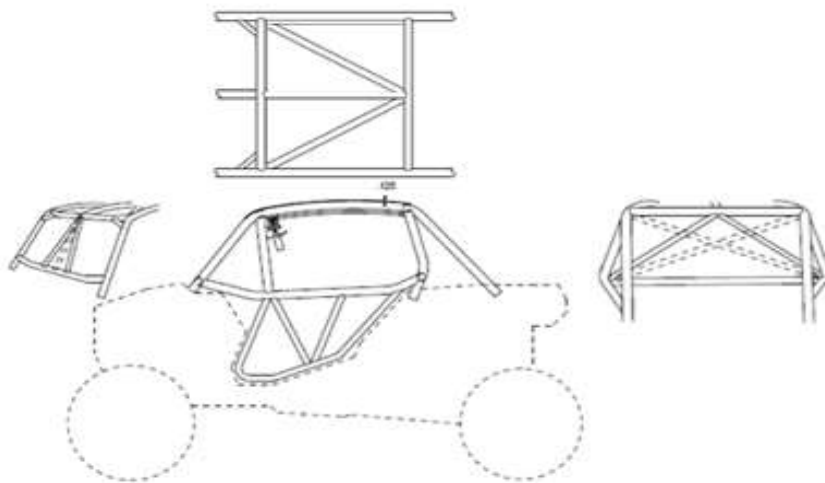
- A. Crews will compete with a car number assigned to the driver. A competition license holder who intends to compete as a driver shall request a car number from ARA. The car number shall be displayed on the competition vehicle as part of the standard ARA door panel graphic ~ 10" high by 24" long (see 2018 Vehicle Identification Standard found at <https://www.americanrallyassociation.org/2018-rules>). Only the door panel is required.

3. ROLL CAGE AND CHASSIS

- A. All vehicles must utilize the stock chassis and maintain stock appearance. The stock chassis (frame) is defined as the main lower rails running along the inner sides of the SXS and the front and rear tubes that connect them. The chassis may be modified for durability and strength but must retain the stock width, length, and configuration. Any modifications must be pre-approved by USAC officials.
- B. No carbon fiber or titanium materials allowed in chassis or body construction. CF and Ti allowed in engine configuration, only if produced OEM. Carbon fiber may be used in exhaust mufflers, cans, and resonators.
- C. The OEM upper tubular passenger compartment structure must be replaced with a roll cage designed specifically for racing.
- D. There are two approved configurations for the roll cage structure:
- E. Configuration 1:
 - a. Cage to be constructed with one front vertical hoop, one rear vertical hoop, two inter-connecting top bars, two rear down braces, one diagonal brace, and all necessary gussets. Welded "B pillar" connection points are permissible.
 - b. Two top interconnecting bars must be placed as far to the outside of the top part of the front and rear hoops as possible.

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- c. Rear down braces and diagonal brace must angle a minimum of 30 degrees from vertical. At the bottom of the diagonal brace there must be a cross member of the same tubing material and dimensions as the hoop.
 - d. The roll cage above driver's head and the co-drivers head must have one 1 1/2 inch x .095 inch diagonal bracing bar.
 - e. Longitudinal bars from the base of the A to B pillars forming the top of the door opening structure at the belt line (in a configuration without a hinged door)
 - f. Door lower and A, V or X bracing tubes to be minimum 1 ¼ inch diameter by .095 wall.
 - g. Windshield opening vertical bar(s) in either I or inverted V configuration (may be 1 ¼ inch diameter by .095 wall)
 - h. Optional vertical bar from the top of the A pillar to the belt line longitudinal bar.
- F. Configuration 2:
- a. One continuous longitudinal bar on each side forming the A pillar, roof longitudinal and rear brace. Rear brace to be at least 30 degrees from vertical.
 - b. Cross bars at the roof front and back, and optionally at the base of the windshield opening
 - c. One fore aft and two diagonal bars in the roof plane above the drivers.
 - d. B pillar upright bars rearward of the driver's head with one cross bar and two diagonal bars in either X or V configuration bracing the plane of the B pillar upright bars. Diagonal bars to be at least 30 degrees from vertical.
 - e. Longitudinal bars from the base of the A to B pillars forming the top of the door opening structure at the belt line (in a configuration without a hinged door)
 - f. Door lower and A, V or X bracing tubes to be minimum 1 ¼ inch diameter by .095 wall.
 - g. Windshield opening vertical bar(s) in either I or inverted V configuration (may be 1 ¼ inch diameter by .095 wall)
 - h. Optional vertical bar from the top of the A pillar to the belt line longitudinal bar.



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G. Common provisions for both designs:

- a. There must be a minimum of 3 inches clearance between driver's and co-driver's helmets and roll cage.
- b. Gussets must be installed at all major intersections, including diagonal and rear down braces, where single weld fractures can affect occupant's safety.
- c. Gussets may be constructed of minimum .090-inch x 3-inch x 3-inch flat plate or tubing gussets made of same material and thickness as roll cage.
- d. Roll cage terminal ends must be attached to a frame or body member that will support maximum impact and not shear or allow more than 1 1/2 inches of movement in the cage terminal end.
- e. Minimum tubing diameter and thickness is 1 1/2 inch diameter by .095 unless otherwise noted.
- f. Roll cage material must be DOM or 4130 chromoly.
- g. All tubing, welds, gussets, and roll cage construction must be approved by USAC.
- h. Entire roof must be covered with sheet steel or .063-inch minimum aluminum.
- i. Rear Firewall: Firewall must be as high/tall as harness bar. Stock plastic is allowed, but competitors are encouraged to use .063 aluminum minimum.

4. DOORS

- A. Door area must be covered with sheet metal or a minimum of .063-inch thick aluminum. Panel must be attached with bolts or dzus buttons.
- B. Door top tube must be a minimum of 1 1/2 inch diameter X .095 wall thickness DOM, or 4130 Chromoly.
- C. Doors must have a A, V or X design to protect drivers area.
- D. Lower U shape tube and all A, V or X designs must use a minimum 1 1/4 inch diameter by .095, 4130 chromoly or DOM.
- E. Hinged doors covering the entire door opening are allowed to facilitate ease of entry and exit from the vehicle with the following rules.
 - a. Must have sheet metal or .060 aluminum over entire door
 - b. Automotive style latches must be used or door must be pinned.
 - c. Solid mounted hinges and latches are required, hose clamps and zip ties do not qualify.
 - d. If door is pinned it must be marked as pinned and arrows pointing to the pin locations
 - e. Seat belt type latches are not to be used.
 - f. Subject to approval by an ARA/USAC technical Inspector

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5. DRIVER / CO-DRIVER COMPARTMENT

- A. Driver and Co-Driver must be able to enter and exit, unassisted and with great ease, the driving compartment with the vehicle in any position. Firewalls and/or bulkheads must separate the driving compartment from any fuels, engine fluids, and acids.
- B. Driver's and Co-Driver's seats must be in stock location and be bolted in. Seats may be lowered. Race seats are required. Must meet SFI Requirements.
- C. A 5, 6, or 7-point motorsports specific harness is mandatory for both driver and co-driver. It must be certified to SFI 16.1 or SFI 16.5. Cam-lock type harnesses are not allowed. The certification of the harness must not have expired before the date of competition.
- D. Window nets are mandatory on both sides, and must be latch style, no spring loaded design bars allowed. Construction must be 1/2 inch solid steel rod.
- E. Rock Screens and windshields of either polycarbonate or laminated safety glass are allowed. Rock screens must cover entire area in front of the driver and co-driver. Construction to be a minimum of .120 rod and rod spacing shall be no greater than a maximum 1.5 inch opening.

6. MEASUREMENTS AND WEIGHTS

- A. All measurements will be performed with USAC technical instruments and gauges. USAC officials determine all measurements and center points.
- B. Vehicles must comply with class-specific minimum weights at all times.
- C. All ballast must be securely mounted with at least two 5/16" bolts with locknuts that are wired or pinned.

7. FENDERS

- A. Fenders must be securely attached to vehicle. The removal of fenders during competition for any reason other than damage incurred during the race will result in disqualification.
- B. Fenders must be attached in such a fashion as not to create a pointed or sharp extrusion when removed. A loop body mounting bracket construction is mandatory.
- C. Additions to the body of the race vehicle, such as fins, scoops, wings, and other extruding additions will not be permitted.
- D. Vehicles must maintain an appearance similar to the stock SXS.
- E. All body panels must be stock or aftermarket stock replacement.

8. BUMPERS

- A. Vehicles may have front and rear bumpers. USAC officials must approve all bumpers.
- B. Bumpers must be designed in such a way as to inhibit two vehicles from becoming locked together.

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- C. Ends must be capped and rounded with no sharp edges.
- D. Vehicles may have side nerf bars.
- E. Nerf bar to be a minimum 1" diameter mild steel.
- F. Must be as wide as centerline of tire or wider from front of vehicle to back.
- G. Must be capped and rounded, no sharp edges exposed.
- H. Distance of protection must be no greater than 12" from rear tire.

9. SKIDPLATES AND FLOORBOARDS

- A. Skid plates designed to reasonably protect the front suspension, steering, and brake components are allowed on all vehicles. Plates must be made of metal and be securely attached.
- B. Stock SXS floorboards may be reinforced by adding sheet metal to the underside.

10. IGNITION

- A. All vehicles must have a positive action on/off switch in good working order. Switch must be labeled "ignition on/off", have a red circle around it, be located on the left-hand side of the dash panel, and must be accessible from the outside of the race vehicle. Red locator decal/circle must be at least 1 inch wide around switch.
- B. All electric fuel pumps with independent switches must be labeled "fuel on/off" and be within easy reach of the driver and accessible from the outside of the vehicle.

11. BATTERIES

- A. Batteries must be securely mounted with metal-to-metal tie downs.
- B. Stock batteries in stock location are allowed. Any battery moved from stock location must be wetted fiber or gel cell type.
- C. Flooded cell batteries must be in an enclosure capable of containing any battery acid spillage when vehicle is inverted.
- D. All positive terminals must be covered.

12. COOLING

- A. Oil coolers, transmission coolers, and radiators located ahead of the driver or co-driver must have a shroud that will prevent liquids from blowing back or leaking onto the driver or co-driver in the event of a rupture or leakage.
- B. All hoses running through the driver compartment must be shielded. Steel braided hose does not constitute a shield.

13. FUEL CELLS

- A. Stock fuel tank in stock location is allowed. Must have a .120 inch shield to the outer side of vehicle to prevent punctures. Any other modifications require replacement with a fuel cell.

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- B. Fuel cells are allowed and must be USAC approved.
- C. USAC will reject any previously approved fuel cell, which appears to be defective, damaged, or not in proper condition.
- D. 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.
- E. Icing, Freon type chemicals, or refrigerants may not be used in or near the fuel system.
- F. The use of a commercially manufactured fuel cell is mandatory. Aluminum cans with foam inside are not allowed.
- G. Safety fuel cells shall consist of a bladder enclosed in a smooth skinned container. The container shall be constructed of 20-gauge steel, 0.060-inch aluminum or 0.125inch Marlex. Rotary molded polymer cells are acceptable.
- H. No material other than standard foam as provided by the fuel cell manufacturer is permitted.
- I. Fuel cell must have a chassis or body cross member of substance between the fuel cell and driver and be protected from ground obstacles.
- J. Fuel cells must be dated from manufacturer. Fuel cells will become obsolete five years after date of manufacture and must be replaced
- K. All fuel cell fillers and vents must have check valves installed.
- L. Fuel filler lines and positive-locking non-vented fuel filler caps must be located and secured in such a manner as to prevent them from being knocked off or opened during movement, rollover, or impact.
- M. 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.
- N. Fuel cell cannot be vented into the driver's compartment of any vehicle.
- O. All mountings must be USAC approved. Fuel cell must be mounted to chassis and cannot be mounted on skid plate.

14. FUEL VENT ROUTING

- A. All fuel cell vents and lines must come out of the top of the fuel cell
- B. Cooling of any type of fuel is not permitted during competition.
- C. No nitrous oxide.

15. FASTENERS

- A. All components on the vehicle's suspension system, chassis, and running gear must be secured with S.A.E. Grade 8 or better nuts and bolts.

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- B. Bolts must be secured with either lock nuts, lock washers, cotter pins, or safety wire and have at least one full thread showing through the nut.

16.HOSES

- A. All fuel and brake line hoses including metal lines and fittings must be clamped and/or safety wired.

17.MIRRORS

- A. Rear view mirror with at least 6 square inches of mirror surface and a reasonably unobstructed view of area behind vehicle is required.

18.EXTERIOR LIGHTS

- A. Two headlights, tail lights and a brake light are required.
- B. Additional auxiliary lights may be added to the front of the vehicle.

19.AUXILLARY EQUIPMENT

- A. All vehicles must start race with a functional generator or alternator, fan, water pump (water- cooled vehicles), and a complete functional electrical system.

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PRO MODIFIED CLASS

All class-specific allowable modifications and requirements are listed below. All other parts/components that can affect or enhance the performance of the vehicle must remain stock. The Technical Director holds final decision-making power on any stock/ non-stock component deemed legal or illegal to race.

20. ELIGIBLE VEHICLES AND WEIGHTS

- A. Pro Modified minimum vehicle weights:
 - 1. With turbo 1600 lbs. without drivers.
 - 2. Naturally Aspirated (NA) 1400 lbs. without drivers.

21. SUSPENSIONS

- A. All A-arm mounting must utilize only the stock locations and positions as delivered from the manufacturer, however they may be reinforced for strength.
- B. Maximum width of vehicle is 74"
- C. No lengthening of the factory frame
- D. Any "long travel" suspension kits must be commercially available no later than 60 days before an event and in sufficient quantities to supply 75% of the event entries.

22. STEERING

- A. All steering components must be in good condition and proper working order. Drag link and tie rod ends must be secured with a cotter pin in each one.
- B. Power steering is permitted.
- C. Steering "quickeners" are permitted
- D. USAC officials must consider steering reasonably safe before vehicle is permitted to compete.

23. PRO MODIFIED SHOCKS

- A. There must be at least one and only one shock absorber per wheel in working condition at the start of the race.
- B. Shock absorber mounting points may be moved.
- C. Upper shock mount locations may be modified. No bolt on extensions.
- D. BUMP STOPS - Suspension bump stops must be of the solid type.
- E. TORSION SYSTEM - The only torsion system that is acceptable is a coil-over shock.
- F. On-board adjustments are permitted in Pro Modified Class.

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24. BRAKES

- A. Brakes must be in safe working condition and be able to apply adequate force to lock up all four tires.
- B. Brakes must remain in safe working condition during entire event.
- C. Turning or cutting brakes are not permitted.

25. ENGINE

- A. Up to 1000cc SXS Production Engine, with modifications.
- B. All vehicles must use stock engine cases and cylinder head. USAC reserves the right to mark engine blocks prior to event.
 - 1. Pro Mod NA vehicles are allowed to bore to 1075cc.
- C. All vehicles must use same fuel delivery system as stock and designed by factory.
- D. Electric fuel pumps are permitted in accordance with USAC safety requirements for fuel pumps.
- E. Factory Installed Superchargers or turbochargers are permitted. Dealership installations are not considered factory installations.
 - 1. Must be OEM inducer and exducer dimensions, no modifications allowed.
 - 2. Billet turbo wheels allowed.
 - 3. Aftermarket waste gate controller/actuator allowed.
 - 4. Must be fitted to OEM manifolds.
 - 5. All turbo engines must retain stock bore and stroke configuration.
 - 6. All turbo engines must use OEM internal components.
 - 7. All turbo engines must use OEM valve train.

26. EXHAUST

- A. Exhaust systems must be a minimum of six inches away from fuel lines and twelve inches away from fuel filler. Muffler must meet a maximum decibel level of 100db as measured 50 feet from track side.

27. **STARTER** - All vehicles must be self-starting by use of an onboard electric starter.

29. TRANSMISSION

- A. Every vehicle must use the OEM transmission and clutch design.
 - 1. CVT transmissions: OEM gears allowed. (No aftermarket or performance gear sets.)
 - 2. Pro Modified: YXZ vehicles must use OEM gear ratios.
 - 3. Flywheel modifications allowed.

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- 4. Cryo treating and or polishing allowed.
- B. The stock rear differential must also be used.
- C. All vehicles must have a functional reverse gear.
- D. Aftermarket axles and CV joints are allowed.

30. CLUTCH

- A. Billet clutches are allowed and may be modified in any way.
- B. After market springs, weights and helix are allowed.

31. WHEELS AND TIRES

- A. Maximum tire size is 32 inches outside diameter.
- B. No more than 1 tire per corner is permitted.
- C. Tires will be visually checked and must be considered reasonably safe by USAC prior to competing.
- D. Bead locks are allowed, must have recessed bolts only that do not protrude past the face of the clamp ring, or must use button head style bolts.

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PRO STOCK CLASS

All class-specific allowable modifications and requirements are listed below. All other parts/ components that can affect or enhance the performance of the vehicle must remain stock. The Technical Director holds final decision-making power on any stock/ non-stock component deemed legal or illegal to race.

32. ELIGIBLE VEHICLES AND WEIGHTS

- A. SXS Pro Stock minimum weights:
 - 1. Polaris RZR 1450 lbs. without drivers.
 - 2. Yamaha YXZ 1550 lbs. without drivers.
- B. **Additional models will be added to this section as data becomes available and is verified. Updates will be released in an upcoming Tech Bulletin.**

33. SUSPENSION

- A. Must maintain OEM Track Width. No wheel spacers allowed.
- B. Must maintain OEM Wheel Base. No shortening or lengthening.
- C. Minimum ride height of 8" as determined by technical inspector.

34. STEERING

- A. All steering components must be in good condition and proper working order. Drag link and tie rod ends must be secured with a cotter pin in each one.
- B. Power steering is permitted.
- C. Steering "quickeners" are permitted
- D. USAC officials must consider steering reasonably safe before vehicle is permitted to compete.

35. SHOCKS

- A. There must be at least one and only one shock absorber per wheel in working condition at the start of the race.
- B. Upper end of the shock absorber must mount in the OEM stock location. No bolt on extensions. No bypass shocks.
- C. BUMP STOPS - Suspension bump stops must be of the solid type.
- D. TORSION SYSTEM - The only torsion system that is acceptable is a coil-over shock.

36. ENGINE

- A. All vehicles must use OEM engine cases and cylinder head. USAC reserves the right to mark engine blocks prior to event.

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- B. All vehicles must use same fuel delivery system as stock and designed by factory.
- C. Electric fuel pumps are permitted in accordance with USAC safety requirements
- D. Engine displacement not to exceed 1000 cc.
- E. Engines must remain completely stock. No internal modifications.
- F. Stock throttle body must be used. No modifications allowed.
- G. All internal and external components must be used in their original configuration.
- H. Superchargers or turbochargers are not permitted

37.IGNITION

- A. Stock ignition switch is allowed.

29.EXHAUST

- A. Aftermarket exhaust is allowed. Exhaust systems must be a minimum of six inches away from fuel lines and twelve inches away from fuel filler. Muffler must meet a maximum decibel level of 100db as measured 50 feet from track side.

38.FUEL TANK

- A. Stock fuel tank is allowed in stock location. Tank, lines and fuel filler may not be modified in any way. Minimum 1/8 inch aluminum plate must be added on right outer side of body to protect stock tank.

39.TRANSMISSION

- A. Every vehicle must use the OEM transmission and clutch design.
 - 1. CVT transmissions: OEM gears allowed. (No aftermarket or performance gear sets.)
 - 2. YXZ vehicles must use OEM gear ratios and flywheel.
 - 3. Cryo treating and or polishing allowed.
- B. The stock rear differential must also be used.
- C. All vehicles must have a functional reverse gear.

40.CLUTCH

- A. Must use OEM clutch design as delivered from manufacturer.
- B. No billet clutches. Clutches may not be modified in any way.
- C. After market springs, weights and helix are allowed.

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SXS OTHER TECHNICAL REQUIREMENTS

SXS entries must meet the following requirements, common with other ARA classes and noted in the ARA Technical Rules dated 3-20-2018.

1. COMPETITOR PERSONAL SAFETY EQUIPMENT

1.1 Helmets

1.1.1. SXS competitors must use full face helmets with goggles or shield. Only helmets meeting one of the following standards will be accepted for competition in any performance rally and must be worn by all competitors when travelling on special stages:

- FIA Standards - 8860-2004 or 8860-2010 or 8859-2015
- Snell Foundation certification - SAH 2010 or SA 2010 or SA 2015

1.1.2. Helmets that do not pass scrutineering will be confiscated and returned after the event. Helmets may fail scrutineering due to non-compliance with the above standards or for not being in good condition as evidenced by cracks, frays, punctures or other defects.

1.1.3. No helmet may be modified from its specification as manufactured, except in compliance with instructions approved by the manufacturer. Hardware may only be mounted on a helmet for approved FHR devices, provided the hardware is installed in accordance with recommendations provided by the manufacturer of the helmet and/or the devices. Any other modification will render the helmet unacceptable.

1.1.4. The fitting of earplugs and microphones to helmets may be done only in respect of the paragraph above.

1.1.5. Paint can react with helmet shell material and affect its protective capacity. Where a manufacturer provides guidelines or restrictions on the painting or decoration of helmets, these must be followed, using only paint specified by them and preferably a painter having their approval. This is particularly important for injection-moulded shells which are not usually suitable for painting. The shell being painted must be efficiently masked as paint penetrating the interior can affect the performance of the helmet liner. Paints requiring heat curing must not be used and any process must not exceed the maximum temperature of conditioning of the helmet in the standard to which it is approved. The manufacturer's instructions must also be consulted for any considerations on the use of stickers and transfers.

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1.2 Frontal Head Restraint

- 1.2.1. Each competitor must wear a Frontal Head Restraint system (FHR) which meets the following standards:
- 1.2.2. HANS® system: HANS devices shall be approved according to FIA standards 8858-2002 or 8858-2010. Consult the FIA Technical List n° 29 to see which HANS devices are approved by the FIA.
- 1.2.3. Other systems certified to SFI 38.1 Such devices must bear a SFI 38.1 conformance label that is less than five years old.
- 1.2.4. Hybrid® system: Hybrid devices shall be approved according to FIA Standard 8858-2010. Consult the FIA Technical List n° 29 to see which Hybrid devices are approved by the FIA.
- 1.2.5. Tethers for FIA Certified devices must be FIA approved. The Frontal Head Restraint system should be considered as an ensemble which involves the seat, the harnesses, the frontal head restraint unit, its tethers and helmet. For more details, “Guide for the use of HANS in International Motor Sport” published by the FIA Institute for Motor Sport Safety, can be found on www.fia.com under the heading FIA Sport – Regulations – Drivers’ Equipment.

1.3 Driving Suits

- 1.3.1. All competitors shall wear at all times during the event, a one- or two-piece driving suit conforming to:
 - FIA Standard 8856-2000
 - FIA 1986 Standard
 - SFI 3-2A/5 Specification
 - SFI 3-2A/1 Specification with approved fire resistant underwear (FIA Standard 8856-2000 or SFI 3.3 Specification)Suits that have had their homologation withdrawn may not be worn.
- 1.3.2. No other garments worn over driving suits are acceptable on special stages. The suit and applicable undergarments shall be presented at technical inspection in a clean and presentable condition. Driving suits must effectively cover the body from the neck to the ankles and wrists and be in good condition, free of defects, holes, cracks, frays, etc. Embroidery sewn directly onto the overalls shall be stitched onto the outermost layer only, for better heat insulation. Backing material of badges and thread used for affixing them to the overalls must be flameproof (see Appendix 1 of the FIA 8856-2000 Standard for detailed requirements and instructions for use).

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- 1.3.3. All competitors must wear shoes and socks while on stage. The shoes must cover the entire foot and be of leather or approved fire-proof material. Socks may not be manufactured of synthetic fibre except for nomex or similar fire resistant material

2.2 VEHICLE SAFETY REGULATIONS

2.2.1. Road worthiness.

All competing vehicles must be roadworthy and, the following items in particular must be adequate and functioning properly:

- Brakes
- All legally required exterior lights
- Tires, including all spares
- Exhaust system

2.2.3. Roll Cage Protective Padding:

- 2.2.3.1. All tubing forward of the main hoop in the roofline must be padded. Any other tubing which may contact the helmet while seated must also be padded. Padding must comply with FIA Standard 8857 2001, type A (see technical list n 23 "Roll Cage Padding Homologated by the FIA") or SFI 45.1 Specification.

2.3.4. Fire extinguishers.

- 2.3.4.1. All cars must be equipped with one of the following:

- A. An "on-board" system that uses either manual or automatic activation along with one hand held bottle.
- All bottles will be secured using a metal strap and have a fill gauge that is visible for scrutineering.
 - All such systems will be installed and serviced in accordance with the manufacturer's instructions. In addition, a hand-held extinguisher of at least 10 B:C rating shall be installed in accordance with 2.3.4.2 below.
 - The fire system cylinder shall be securely fastened, in such a manner that it can be checked during a technical inspection and may be removed periodically for weighing.
 - All on-board systems shall be identified with 2 circle "E" decals one at the release location and the second on the outside bodywork in line with or as near to the release location as possible.
- B. Two hand held fire extinguishers with a minimum UL rating of 10 BC each.
- All bottles will be secured using a metal strap and have a fill gauge that is visible for scrutineering.

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- Each must be installed inside the passenger compartment. During installation, consideration must be given to quick release and security of attachment.
 - One fire extinguisher must be located within easy reach of the Driver or Co-Driver when seated.
- 2.3.4.2. If a dry powder unit is used, the unit must bear certification that it has been serviced annually. All extinguishers shall be equipped with a visible indication of the state of charge. All extinguishers shall be approved for vehicular use by the DOT, U.S. Coast Guard, SFI or FIA.
- 2.3.5. First aid kit.
- 2.3.5.1. A comprehensive first aid kit shall be carried in the passenger compartment.
- 2.3.5.2. The first aid kit must be easily accessible, clearly identified and the complete kit easily/quickly removable by hand.
- 2.3.6. Warning devices.
- Three self-supporting, light-reflecting, daylight-visible triangular warning devices of a minimum size of 12 ins per side shall be carried in the vehicle. One of these must be located within easy reach of the Driver or Co-Driver when seated.
- 2.3.7. Tow Rope.
- All vehicles must carry a tow rope or winch with cable. All parts of the tow rope must be within the competition vehicle at all times while the tow rope is not in use.
- 2.3.8. Camera and Camera Mounts
- Camera mounts and their attachment to the vehicle shall be of a safe and secure design which would prevent either driver from being able to strike any part of the mount. As well, the camera shall be secured at a minimum of two different points.
- 2.3.10. Spill Kit
- All vehicles in ARA events must carry a spill kit consisting of at least: a minimum of 2 -15" x 19" (standard) absorbent pads, 1- 3" X 48" Hydrocarbon sock. All items will be contained in a heavy duty plastic bag that is re-sealable.