

General

Check Box

1.01	Competing vehicles must be in good general working order. All hardware components (nuts & bolts, hose clamps, lug nuts, bushings, etc) shall be in good condition & fastened as designed. Vehicles shall be in good running/operating condition at the start of the event and be able to effectively compete the entire race weekend. Due to the competitive nature & level of difficulty of this event, it is not recommended to race in un-tested vehicles.	
------	---	--

1.02	All breathers (diffs, radiators, trannies, fuel cells, etc) & vents must routed away from all sources of heat, they must also be captured with some type of vented catch can/overflow bottle or ran with the 3 loop rule. Again, all lines cannot expel fluids near any heat source or into the vehicle. Engines with vented push on valve cover breathers, these are not allowed, they must either have a check valve, or have a hose that is routed away from heat sources along with the 3 loop rule. Automatic transmission dipsticks are strongly recommended to be of mechanical locking design, or routed away/protected from any source of heat.	
1.03	With the occupants sitting in the vehicle, any vehicle fluid lines (steering, fuel, coolant, etc) must not have line of fire access to the occupants, if so, there must be a barrier between the fluid line and the occupants. If the cage is used for coolant lines, the occupants must be shielded from these tubes if they are in a direct line of fire. If any roll cage tubes, bumpers that are used as compressed air tanks and can come into contact with any course object (i.e. rocks/trees) , they must be non-pressurized during racing.	
1.04	All batteries & fuel cells must be permanently mounted, no bungee cords or ratchet straps allowed. If the battery(s) is located within the passenger compartment of the vehicle, it must be in a battery box and vented to outside of the passenger compartment, preferably outside of the vehicle.	
1.05	Vehicle kill switch is mandatory & must be easily accessible & clearly accessible to the Havoc Tech official (or driver/passenger). Kill switch must effectively shut off the vehicle and any accessories that pose a fire hazard (i.e. electric fuel pump or electric hydraulic pumps).	
1.06	One 2.5 lb fire extinguisher is required to be within reach of the driver while buckled in the driving position, and one 5 lb (or two 2.5lb) extinguisher mounted elsewhere on the vehicle, which must be clearly visible & accessible to a Havoc tech (or driver/co-driver) officials while standing on level ground beside the vehicle.	
1.07	SFI Fire rated outerwear (FR Coveralls are NOT approved).	
1.08	Approved DOT or SNELL Helmet	
1.09	Recovery strap and shackle required	
1.10	Minimum Tire size - 37", with 40" and bigger recommended	
1.11	Winch Line Weight or synthetic winch line ( if using a weight this must be with the vehicle when going through tech) required.	
1.12	All wheel & pinion brakes must be in good working order at all time, all exposed to terrain pinion brakes (brakes on the driveline side that are above the suspension, differential, steering parts do not require this) must have an appropriate skid plate mounted to fully protect the bottom (minimum bottom 90* of coverage) of the rotors in event of contact with course obstacles.	

## CAGE RULES

Check Box

2.01	All competitor vehicles are require to meet the following cage rules, or have been evaluated to be equivalent by the Havoc team. Vehicles that do not meet the following requirements will be evaluated individually, and all efforts will be made to work with the competitor to achieve a sufficient cage. Once approved (now, or in the past), the competitors vehicle will be allowed to compete in future Havoc events provided that the primary 6 point cage structure is not modified, excessive damage requiring rebuild of more than 50% of the primary 6 point structure occurs, or change in ownership of the vehicle. If any of these situations occur, the vehicle will be require to be re-approved. Competitor's vehicles that have been previously approved in all past havoc events will be considered to have the primary 6 point cage structure approved, but will still be required to be inspected at the time of the event to verify vehicle soundness.	
2.02	The following requirements are based off the cage materials being structural ERW grades of steel as a minimum. Stronger material grades are strongly recommended, and if used, can lessen the cage requirements. Contact with the Havoc team is required for approval of any such substitutions.	

2.03	Competing vehicles that consist of a full OEM cab (including front & rear glass) that have not been gutted will be allowed to follow to lesser standards for the cage requirements. However, this will depend on the make/model/year of the vehicle, as well as how the cage/body are integrated together. Competitors that are in this category shall contact the Havoc team with the details of their vehicles for approval of any such substitution. However, it is still strongly recommended that the following requirements are met.	
2.04	4500 pounds and under 1.75" .120 tube on all main halos, a-pillars, b-pillars and chassis. Filler tubes and cross braces can be smaller size.	
2.05	4500 pounds to 7000 minimum 2" .120 wall tube on all main halos, a-pillars, b-pillars and chassis. Filler tubes and cross braces can be smaller size.	
2.06	7000 and up must use minimum 2" .188 wall on the main halo a-pillars, b-pillars and chassis. Filler tubes and cross braces can be smaller size, or have a 2" .120 double B pillar, single 2" .120 a-pillar, reinforced roof, and heavy trussing all around	
2.07	Complete firewall & floor boards with no open holes (OEM vehicles firewall will suffice, and this will be the standard to be used for buggies) is required between the vehicles drive train and the vehicle occupants.	
2.08	All vehicles must have a minimum 6 point attachment to vehicle frame, must have an X or Y behind the driver, halo/brow bar must have support all the way the frame/chassis. Sufficient cross bracing & reinforcements to minimize roll cage damage in the event of a roll over must also be present.	
2.09	Approved (SFI or similar) 5 point restraint harnesses, all belts, including the submarine belt must be installed and in good, safe, working condition. If there are no manufacturer tags or sanctioning bodies approval tags (IE SFI tags) you will not be allowed to race. The harness clasp mechanism must be in good working order. Shoulder mount seat belt bars will be 1 to 2 inches below the shoulder. No higher no lower. All seats & harnesses must be mounted to the roll cage & properly secured.	
2.1	Any bars or roof over the seats will be a minimum of 5 inches above the heads of both driver and co-pilot with the helmets on, your head with helmet on cannot touch the roof(or roof plate) bars that pass over the seat at any point, no exceptions. Vehicles that cannot meet this (OEM cab vehicles), contact the Havoc team with the details of any potential issue with this requirement.	
2.11	When sitting in your rig your hands cannot pass the brow bar. They must be even with or inside the cab.	
2.12	All tubes will be welded 360 degrees on buggies. 3/4 of the way around in rigs with OEM cabs. However there will be 6 inch gussets at those joints.	
2.13	Unions or spliced tubing will be allowed. However the splice will have at least 3 inches of tube or solid round on the inside both welded at the seam and plug welded. Any unions on the main cockpit area will require pictures of the process. If you blend it and don't tell us and we will catch it you better have pictures or you won't race.	
2.14	All main bars or bars that could break off and impale the occupants must be gusseted with a minimum 3 inch gusset.	
2.15	A metal plate minimum .125 thick (steel or aluminum) will be fastened over the occupant's heads on the cage, OEM cab roofs are also acceptable.	
2.16	Door bars protecting the passengers and holding them in. At shoulder height. OEM cab doors are acceptable, additionally window nets and/or arm restraints are highly recommended. Vehicle's passengers' extremities shall not be able to easily exit the vehicle's boundaries (i.e. your arm should not be able to "bounce" out of the window, or your leg should not be able to "slip" outside of the roll cage).	
2.17	A passenger grab bar is required, this must be mounted off the dash/brow bar cage structure, A-pillar is not recommended but will be allowed provided that when being used the passenger using it cannot have their arms exit the cage boundaries.	