

# 2026 PNW4WDA COMPETITION

## RULE VOTING RESULTS

### Rule Proposal 1: RULE RE-WRITE

Article 1-1, Section 1. Title – Cooling System Submitted by Adam May

Rule presently reads: All vehicles with rear mounted radiator systems must have the entire system designed to prevent rupture, so as to protect all occupants and spectators.

Rule amended to read: All vehicles with radiator systems must have the entire system designed to prevent rupture, so as to protect all occupants and spectators.

Intent: With the new style of competition rigs nowadays, the placement of the radiator is exposed just as much in the front as it is in the rear.



### Rule Proposal 2: RULE RE-WRITE

Article 1-3, Section 1. Title – Cooling System Submitted by Adam May

Rule presently reads: Any exposed rubber radiator connections must be shielded 360 degrees.

Rule amended to read: Any exposed rubber radiator connections must be shielded with fire hose (360 degrees) or shielded in a way to protect the cockpit or anyone standing around the vehicle.

Intent: The intent is to give more options for shielding radiator hoses.



### Rule Proposal 3: RULE RE-WRITE

Article 1-2, Section 1. Title – Cooling System Submitted by Adam May

Rule presently reads: On rear mounted radiators – rubber radiator hoses allow a maximum of 6 inches per outlet and inlet with double hose clamps required

Rule amended to read: All exposed rubber radiator hose connections must be secured with either 2 standard hose clamps or 1 properly sized T-bolt clamp. Clamps must be in good condition and correctly positioned on the fitting.

Intent: There is new technology to attach radiator hoses since this rule was written.



### Rule Proposal 4: NEW RULE PROPOSAL

Article 1-8, Section 1. Title – New Rule Proposal Submitted by Adam May

New rule to read: "AN" style fittings and braided hose are not required to be wrapped or shielded.

Intent: To clarify the distinction between traditional rubber hoses and modern A-N style braided or synthetic lines. Advances in hose technology now provide equivalent or greater safety without requiring additional wrapping.



### **Rule Proposal 5: NEW RULE PROPOSAL**

Article 1-B-9, Section 3. Title – New Rule Proposal Submitted by Adam May

New rule to read: Leaf Spring Class. Vehicles must follow all PNW4WDA competition safety rules and be equipped with leaf springs on both the front and rear as primary suspension. No wheelbase breakdown and no cylinder breakdown. Three (3) place trophies.

Intent: To open a class specifically for vehicles equipped with leaf spring suspension systems, giving older rigs a fair opportunity to compete among similar builds and maintain competitiveness.



### **Rule Proposal 6: RULE RE-WRITE**

Article 1-B, Section 3. Title – Primary Courses Submitted by Adam May

Rule presently reads: Three (3) Short wheelbase - (4) (6) & (8) cyl. Through 85" wheelbase. Three (3) place trophies

Rule amended to read: One (1) Short wheelbase - 85" wheelbase and under. Three (3) place trophies

Intent: As we've added more classes over the years, the number of competitors in Short 4 and 6 has gone down. Adjusting the structure not only makes it easier for course workers to keep track of everyone but also helps cut down on unnecessary trophy costs.



### **Rule Proposal 7: RULE RE-WRITE**

Article B- , Section 1. Title – Harnesses Submitted by Adam May

Rule presently reads: All competitors, including all kids driving any course, will be required to have and wear a five-point harness in good condition, consisting of a lap belt, one strap per shoulder, and a crotch strap. (Exception: kids lap driver. Lap drivers will not need the crotch strap due to length restraints. Exception: Street and Trail Only Class. Exception: Youth drivers using a booster seat)

Rule amended to read: All competitors, including all kids driving any course, are required to have and wear a five-point or six-point harness in good condition.

A five-point harness must consist of a lap belt, one strap per shoulder, and a crotch strap.

A six-point harness must consist of a lap belt, one strap per shoulder, and two leg straps in place of a crotch strap.

(Exception: Kids lap drivers are not required to use the crotch or leg straps due to length restraints. Exception: Street and Trail Only Class. Exception: Youth drivers using a booster seat.)

Intent: To give competitors more options for modern seat belt setups and make it easier for side-by-sides and newer rigs to meet safety requirements without extra modification, while still keeping everyone secure.



### Rule Proposal 8: NEW RULE PROPOSAL

Article B- , Section 1. Title–Harnesses

Submitted by Adam May

New rule to read: All harnesses must be in good condition and no more than seven (7) years old from the manufacturer's date. The date tag must be visible and legible during tech inspection. Harnesses showing excessive wear, damage, or missing tags will not pass tech.

Intent: To ensure all safety harnesses meet current material strength standards and haven't degraded over time, providing reliable protection for drivers and passengers.



### Rule Proposal 9: RULE RE-WRITE

Article G-5, Section 1. Title – New Rule Proposal Submitted by Adam May

Rule presently reads: All competitors must wear a minimum of closed toed shoes and long pants when competing.

Rule amended to read: All competitors must wear a minimum of closed toed shoes and a one or two piece single layer fire suit. (Exception: Kids under 3 years old, but highly recommended)

Intent: To add extra protection for drivers by requiring fire suits instead of just pants. It's a simple way to make things safer on the track without being too restrictive. Also - we would include this as a new rule for all ages, but it is difficult to find fire suits for infants hence the exception.



### Rule Proposal 10: RULE RE-WRITE

Article M-1, Section 1. Title – Side by Sides Submitted by Brandon Marek

Rule Presently Reads:

If a Side by Side has a factory cage, no passengers are allowed with the exception of a minor driving. If the roll cage has been compromised (rolled, flopped, or any structural damage) the side by side will not be eligible to race until the cage has been updated to the following specifications in a 6-point cage. a. UTV weight under 2000 lbs – OD 1.5 inches with ID .095 inches b. UTV weight 2001 lbs to 2500 lbs – OD 1.5 inches with ID .120 inches or OD 1.75 inches with ID .095 inches c. UTV weight 2501 lbs and

Rule Amended to Read:

If a Side by Side has a factory cage, no passengers are allowed with the exception of a minor driving. If the roll cage has been compromised and has structural damage then the side by side will not be eligible to race until the cage has been updated to the following specifications in a 6-point cage. a. UTV weight under 2000 lbs – OD 1.5 inches with ID .095 inches b. UTV weight 2001 lbs to 2500 lbs – OD 1.5 inches with ID .120 inches or OD 1.75 inches with ID .095 inches c. UTV weight 2501 lbs and above – OD 1.75 inches with ID .095 inches

Intent:

Plenty of side by sides with factory cages have had mild roll overs and sustained no damage. It should only be ineligible to race if it is visibly damaged. If there is no damage, they should be able to race it.



**Rule Proposal 11: RULE RE-WRITE**

Article M-1, Section 1. Title – Side by Sides Submitted by Brandon Marek

Rule Presently Reads:

SIDE BY SIDES: (in addition to all safety rules above, here are additional requirements for this class)

Rule Amended to Read:

SIDE BY SIDES: (in addition to applicable safety rules above, here are additional requirements for this class)

Intent:

Tweaking wording because side by sides cannot meet ALL the rules listed above that, hence having their own section.



**Rule Proposal 12: RULE RE-WRITE**

Article B-8, Section 5. Title – Drag Classes - Competition Modified Submitted by Jessica Marek

Rule Presently Reads: Scatter shields: All vehicles will be equipped with an explosive proof bell housing (such as Lakewood), or a fabricated scatter shield made of 1/4" steel, to extend one (1) inch ahead of the flywheel to one (1) inch behind the clutch assembly, to cover 360 degrees and to be fastened securely. (Frame may be part of the scatter shield.) Automatics will have explosive proof devices either NHRA (National Hot Rod Association) approved explosive devices or an explosive proof blankets or fabricated scatter shield to cover 360 (degrees) and to enclose the planetary gears. CAST IRON SCATTERSHIELDS NOT PERMITTED!!!

Rule Amended to Read: REMOVE ENTIRELY Intent: Transmission blankets were removed from the competition vehicle requirements section last year, this section was overlooked but should be removed also. It has not been regularly enforced in many years.



**Rule Proposal 13: NEW RULE PROPOSAL**

ArticleD , Section1. Title–RollCage&BodyRequirements Submitted by Jessica Marek

New Rule to Read:

Vehicles just have a ribbon or mesh style window net that is securely mounted and has a quick release latch in good working order in case of emergency exit. Net must fill opening so that neither driver or passenger can get extremities outside when belted in the vehicle. (Street & Trail Exempt)

New Rule Intent:

There have been incidents where during crashes hands/arms have gone outside the vehicle through side openings and caused severe injuries. This would prevent this from happening again.



**Rule Proposal 14: NEW RULE PROPOSAL** ArticleD , Section1. Title–RollCage&BodyRequirements Submitted by Jessica Marek

New Rule to Read:

Vehicles are required to have a roof made of either steel or aluminum to provide structural stability and safety. Roof must be either bolted or welded down.

New Rule Intent:

To provide additional safety in the event of a roll over. Prevents outside equipment and/or trees & brush from entering the vehicle and causing injuries. Most rigs already have them, but everyone should.



### **Rule Proposal 15: RULE RE-WRITE**

Article 7, Section 2. Title—Competition

Submitted by Gayle Campion

Rule Presently Reads:

Passengers are allowed on obstacle and cross-country courses, as well as required for competitors under 16.

No passengers on team relay, drags, or barrels.

Rule Amended to Read:

Passengers are allowed on obstacle and cross-country courses, as well as required for competitors under 16.

No passengers on team relay, drags, or barrels without prior approval from the competition committee.

Intent:

To allow assistance to drivers for safety reasons such as, but not limited to, disabilities, memory issues, education, etc.



### **Rule Proposal 16: NEW RULE PROPOSAL**

Article , Section 2-23. Title – Competition Submitted by Brody Morris

Rule presently reads:

All courses, with exception of Team Relay, will have a minimum of two (2) fire extinguishers. Each fire extinguisher will be a minimum of five (5) pound BC rated or the updated extinguishers that have no residue and are rated for 30 seconds of discharge minimum. These will be placed in the vicinity of the start and finish gates.

Team Relay course requirement will consist of one (1) five (5) pound BC rated fire extinguisher at each gate.

Hosting club(s) will be responsible for providing the fire extinguishers.

Rule amended to read:

All spotters and track personnel must carry the minimum required safety equipment for the course they are assigned to. This equipment ensures they can respond quickly and safely during competition operations and in emergency situations.

Required Equipment for Spotters

Spotters must have the following items on their person or immediately accessible at all times while a course is active:

1. Course-required flags

(Red flag, yellow flag, or any additional flags designated by the Course Chairman.)

2. Fire extinguisher

Each fire extinguisher will be a minimum of five (5) pound BC rated or the updated extinguishers that have no residue and are rated for 30 seconds of discharge minimum. These will be placed in the vicinity of the start and finish gates. Team Relay course requirement will consist of one (1) five (5) pound BC rated fire extinguisher at each gate. Hosting club(s) will be responsible for providing the fire extinguishers.

3. Air horn

Used for emergency signaling to stop the course or call additional assistance.

4. Radio

Tuned to the designated course channel for communication with course workers

5. Seat belt / window net cutting device

Must be a dedicated rescue tool capable of safely cutting harness webbing or netting.

Intent: The intent of this requirement is to ensure spotters and track personnel are fully equipped to respond immediately in the event of an incident on course. Spotters are often the first individuals to reach a disabled or overturned vehicle, and having radios, flags, and an air horn allows them to communicate hazards and stop the course without delay. Requiring a seat belt or window-net cutting device ensures they can quickly free a driver whose harness or net has become jammed or inaccessible, allowing for faster, safer extraction during emergencies. These tools, combined with properly placed course fire extinguishers, strengthen overall event safety and improve response times when seconds matter most.



**Rule Proposal 17: NEW RULE PROPOSAL**

Article J-2, Section 1. Title – Safety

Submitted by Brody Morris

New rule to read:

All competition vehicles must have a clearly accessible battery shut-off switch located near the front or rear bumper so track personnel can reach it quickly. Exception - Street and Trail Class.

Intent:

The intent of this rule is to allow track personnel to rapidly shut down a vehicle in an emergency. Having the shut-off switch at the front or rear bumper provides a predictable, easy-to-access location, reducing response time and helping prevent fire, electrical hazards, or unintended vehicle movement, ultimately improving safety for drivers and course workers.



**Rule Proposal 18: NEW RULE PROPOSAL**

Article N, Section 1. Title – Safety Submitted by Adam May

New rule to read:

All automatic transmissions must have a minimum of 3/8" conveyor belt securely fastened from the flex plate to the tail shaft that matches the width of the transmission. If an aftermarket bell housing is used, the conveyor belting may begin at the end of the bell housing and continue to the tail shaft. Explosion-proof blankets and/or an SFI-approved bell housing or transmission cover are recommended. Vehicles equipped with an SFI-approved transmission case do not require conveyor belting or any additional external shielding. (Exceptions: Street and Trail vehicles.)

Intent:

The intent of this rule is to address the increased stress placed on modern competition transmissions. With higher horsepower, more traction, the use of trans brakes, and 2-step launch systems, the risk of transmission failure is significantly greater than in the past. This rule ensures effective containment in the event of a malfunction. Conveyor belting, aftermarket bell housings, explosion-proof blankets, and SFI-approved components help prevent debris from exiting the transmission tunnel and reduce the risk of injury to the driver and track personnel. Allowing updated aftermarket and SFI-approved cases provides modern safety options while maintaining proper protection standards for today's more powerful competition vehicles.

