



# 2025 DESOTO MOTORSPORTS PARK

## PISTON CUP SXS SERIES

Round #1 February 1st

Round #2 March 8th

Round #3 April 27<sup>th</sup>

Round #4 June 14th

Round #5 September 14<sup>th</sup>

FINAL Round #6 November 9<sup>th</sup>

The following rules and regulations are solely applicable to the Piston Cup SXS Series events, presented by Desoto Motorsports Park. This Rulebook is intended as a guide for the conduct of the Piston Cup SXS Series, and is in no way a guarantee against injury or death to participants, spectators, or employees. Please direct any questions to the staff at Desoto Motorsports Park.

Interpretation and Application: Desoto Motorsports Park Officials interpretation, clarification, or application will prevail upon disagreement or dispute regarding the meaning or application of the Piston Cup SXS Series Racing rules. Notwithstanding the foregoing or any other provision in the Rule Book, Desoto Motorsports Park may review an interpretation, clarification, or application of the rules where the Desoto Motorsports Park Official deems such review to be necessary.

All participants regardless of age (Minors must have Parents fill out) Must sign the waiver, acknowledgment of the rules, and complete a W9 form, along with the online racing registration prior to any event.

If you are reading this live on the link from our website, this is the latest version of the rules. No printed Rule Book will be considered official.

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**1. GENERAL AGREEMENTS** – By submitting a registration/entry form, and/or participating in any activity related to a Desoto Motorsports Park event, a participant agrees to the following:

- a. All rules set forth in the Piston Cup SXS Series events, presented by Desoto Motorsports Park rulebook and its amendments are applicable and will be followed.
- b. All decisions of Desoto Motorsports Park officials are final, non-appealable, and non-litigable.
- c. All participants voluntarily assume the risk of damage to the race vehicle, the driver, pit crew, or any other person and have no claim for said damages against Desoto Motorsports Park, Piston Cup Series, track owners, officials, agents, or employees of Desoto Motorsports Park.
- d. Neither Desoto Motorsports Park nor the track owner will be responsible for the adequacy of a participant's race vehicle, equipment, or racing activity.
- e. All participants assume full responsibility for any and all injuries sustained, including death and property damage, anytime they are in the racing areas or to or from the racing areas.
- f. All participants understand the risk of serious injury or death, which may result from racing, and that participants solely assume that risk when choosing to participate in a Desoto Motorsports Park event. No entrant, pit crew member or vehicle sponsor shall have any claim for damages, expenses, lawsuits or otherwise against the owners, promoters, track builders, race operators, Desoto Motorsports Park officers, agents or directors arising from damage to any vehicle, personal injury or death, or monetary loss of any kind whatsoever. All entrants, pit crew members or vehicle sponsors who voluntarily participate in any racing activities conducted under these rules, waive any claim they may have against the owners, promoters, track builders, race operators, Desoto Motorsports Park officials, agents, vendors, employees, volunteers, or directors.
- g. Any person who performs an act or participates in actions deemed by Desoto Motorsports Park Officials as detrimental to UTV/SXS racing or to the Desoto Motorsports Park facility: a disqualification and/or loss of Series points, and/or loss of finishing position(s) in the event, and/or suspension may be imposed. This includes negative or offensive postings/comments on any social media platforms.
- h. Force Majeure. Desoto Motorsports Park and the Piston Cup SXS Series assumes no responsibility whatsoever for delays, postponements or cancellations of all or part of an event for any reason, including inclement weather, acts of God, or unsafe course conditions.
- i. Desoto Motorsports Park and the Piston Cup SXS series reserves the right to refuse entry to any applicant, team, competitor, entrant, participant, or any other person, to any event for any reason.
- j. No participant may enter the racing areas (to include the pit area) unless he/she has personally signed all required entry forms, waivers, release of liability forms, and pit permits applicable to the event.
- k. Advertising and Promotion Release – Each participant, by entering a Desoto Motorsports Park event, grants to Desoto Motorsports Park and its authorized agents, assigns a license to use and sub-license on an exclusive basis with regard to the products/services of the series sponsors, and otherwise a non-exclusive basis, his/her name, likeness and performance, including photographs, images and sounds of the participant and/or any of the participant's race vehicles in any way, medium, or material for promoting, advertising, and publicizing any Desoto Motorsports Park event or related telecast or programming. Each participant hereby relinquishes to Desoto Motorsports Park in perpetuity all rights there to for such purposes.

- l. Amendment – Desoto Motorsports Park and/or Piston Cup SXS Series rules may be amended or changed at any time. The amendment/change is also effective upon the date of publication
- m. Interpretation and Application – If there is a disagreement regarding the meaning or application of the Desoto Motorsports Park and/or Piston Cup SXS Series rules, the interpretation and application by the Desoto Motorsports Park officials at the event shall prevail. This decision is final and non-appealable.
- n. Finality of Interpretation and Application – All participants, including but not necessarily limited to competitors, team owners, sponsors, and officials, expressly agree that determinations by Desoto Motorsports Park officials as to the application and interpretation of the rules are non-litigable, and covenant that they will not initiate or maintain litigation of any kind against Desoto Motorsports Park or anyone acting on its behalf with respect to such determinations. In the event that a participant violates this covenant and initiates litigation, it is agreed that the participant will reimburse Desoto Motorsports Park for all litigation costs and that the right to a trial by jury will be waived. Desoto Motorsports Park reserves the right to take any other action hereunder, including suspension, termination, or loss of any/all series points earned for violation of this covenant not to sue.
- o. Substance Abuse – No Desoto Motorsports Park or Piston Cup SXS Series participant (driver or crew member) may use or be under the influence of alcohol, drugs or any other controlled substance while competing. The Series reserves the right to require drug testing in order to assist its enforcement of the Series' no alcohol and no drugs policy. Decision on drug testing and disciplinary action (which may include but is not limited to immediate ejection from an event, a fine, suspension, and/or a denial of further entry to any Desoto Motorsports Park events) is at the sole discretion of the Desoto Motorsports Park officials.
- p. Physical Altercations – Any competitor or team member involved in a personal confrontation where one person touches another with intent of physical harm to the other will be placed on indefinite probation and the Series may impose additional disciplinary sanctions given the severity of the offense.
- q. Vehicular Acts of Aggression – In the event that Desoto Motorsports Park officials deem that a Driver committed premeditated intentional acts of aggression with their vehicle toward another driver's vehicle at any time during the event, subject driver will be placed on indefinite probation and will receive a disqualification from that event. Any driver that is involved in a subsequent offense of premeditated acts of aggression with their vehicle toward another driver's vehicle will be subject to review by the executive management of Desoto Motorsports Park and may carry
- r. further extreme penalty which can include suspension and or permanent suspension and expulsion from the series. Any driver using their vehicle and attempting to cause another driver bodily harm or cause substantial equipment damage will be disqualified and removed from the property immediately for the remainder of the event and will be subject to further penalties, fines, and Desoto Motorsports Park officials will exercise the right to allow the local authorities to deal with the situation within all limits of the law.

- s. General Procedure – If it comes to the attention of any official that a participant has violated a rule or has acted in a manner that is detrimental to off road racing or to Desoto Motorsports Park, and the act warrants a penalty, the member will be notified by Desoto Motorsports Park officials of the violation, the circumstances involved, and the penalty imposed.
- t. Emergency Action – Desoto Motorsports Park and/or Piston Cup SXS Series reserves the right to take temporary emergency action against a participant in the event that he/she acts in a manner that can be considered as a threat to the orderly conduct of an event. Such action may include ejection from premises, suspension, or any other action designed to remove the threat created. Consumption of alcohol or drugs before or during an event, fighting, inappropriate driving, and failure to obey any flag or other directive of a Desoto Motorsports Park official are examples of conduct that would warrant emergency action.
- u. General Scope of Penalties – Penalties for violation of Desoto Motorsports Park and/or Piston Cup SXS Series rules are determined by the severity of the violations and the effect on fairness of competition, the orderly conduct of the event, and the interests of off-road racing and Desoto Motorsports Park. Penalties may include, but are not limited to: disqualification, probation, suspension, fines, or loss of points.
- v. Disqualification – A Desoto Motorsports Park Director or Series Director may disqualify a participant from an event or from the racing premises for any action deemed detrimental to the sport, Desoto Motorsports Park venue or the event.
- w. General Conduct – No participant or team member is allowed to act in an unprofessional manner towards any Desoto Motorsports Park official at any time during the race event time. Any discussion or communication during a race weekend with the Race Director will be done at a specific time and location. Discussing an infraction/disqualification may not be done during a “Live Track” or race.
- x. Responsibility – Off road racing is a dangerous sport. Each participant assumes the risk of bodily injury, death, or property damage when he/she participates in an event. Although safety is a concern, Desoto Motorsports Park, and/or Piston Cup SXS Series cannot be held responsible for the safety of participants. Desoto Motorsports Park makes safety a top priority and works with competitors, track owners, manufacturers, and outside experts to exchange useful information regarding safety designs, products, practices, and procedures and to publish and amend rules to reflect the latest safety practices as needed. Desoto Motorsports Park is not and does not claim to be an expert in safety standards, designs, practices, or procedures, nor is Desoto Motorsports Park and/or Piston Cup SXS Series a standards organization or a designer, manufacturer, facility, or vehicle design. All officials and participants are obligated to inspect the racing facilities, safety personnel, equipment, and conditions at the track on a continuing basis throughout the event. Any inadequacy should be reported to senior Desoto Motorsports Park official immediately.
- y. Participants are solely responsible for their own safety when performing duties as a driver, owner, or crew member and should carry out these duties in a way that ensures minimum amount of risk or injury to themselves and others. Desoto Motorsports Park does not provide medical insurance for its competitors, and we strongly urge you to not compete without it. Medical Insurance is the sole responsibility of the Competitor and Passenger.

- z. Neither Desoto Motorsports Park and/or Piston Cup SXS Series , nor the track owner will be responsible for the adequacy of a participant's race vehicle, equipment, or racing activity.
1. Any participant involved in an accident while on the racing premises must report to a Desoto Motorsports Park official before leaving the premises if able to do so, or as soon as the participant is physically able. If a competitor requires medical attention, by track or other medical teams, the medical technician must release competitor before he/she may return to competition. Failure to comply with advice of the medical technician will result in disqualification from competition for the remainder of the event.
  2. Driver's Meeting: All Drivers must attend the mandatory drivers meeting at posted scheduled times at racer registration/staging area. Failure to attend will mean loss of staging position. If driver is unable to attend: It is the responsibility of the driver/racer to send a member (co-driver) or member of their pit crew to stand in for them.
  3. Track Walk - Any authorized track walks must be done with small vehicles (pit bike, UTV, golf cart) and no official race vehicles, no large vehicles. Track walk should be with extreme caution, and no one should be driving / riding any faster than the 10 miles per hour. No team member or driver is permitted to go onto the racetrack at any time other than authorized track walk times or with explicit permission from a Desoto Motorsports Park official.

## 2. DRIVER'S SAFETY GEAR

1. Full Face helmets are mandatory. Helmets must be certified to a minimum of DOT/SNELL SA 2010 or SFI 24.1 and better. This is required for ALL classes.
2. Protective eyewear must be worn, as part of the helmet shield
3. One-piece or 2-piece Dual Layer fire suits are required. The suits must cover from the neck to the ankles and to the wrists. All suits must have the SFI label attached and meet SFI Specs. (SFI3.2/5 Specs Recommended) No Single layer suits allowed. Nomex undergarments strongly recommended. NO KART Racing suits allowed.
4. Drivers must wear gloves and driving shoes that have the SFI 3.3/5 or higher label attached. Gloves may not be modified or have any holes in them. If at any time any MAO Racing official notices a driver missing a fire suit/glove, the driver will be black flagged from the track immediately and they will be parked for the duration.
5. All driver apparel must be clean, in good condition, and free from rips or worn areas.
6. Safety harness with 5 attachment points is required. Safety harnesses must meet one of the following ratings: SFI Spec 16.1 or 16.5. Safety harness with SFI certification must not be used after 2 years (24 months) after the manufacturing date, or in the event that they have an expiration date must not be used after the expiration date. Safety harness with FIA certification must not be used after 5 years (60 months) after the manufacturing date.
7. A quick release lap belt not less than three inches wide is required. A 2-inch belt may be used provided it is certified to specs above. Both ends of the lap belt must be fastened to the roll cage. Bolt in style belts must be fastened with high quality grade 8 or better bolts, not less than  $\frac{3}{8}$ ". Clip in style belts must be cotter pinned or safety wired. Cam Lock type belts are allowed.
8. Two shoulder belts are mandatory and must be securely attached behind the driver's seat. If they are looped around or pass over the roll cage, a steel guide welded to the cage that will prevent the belt from sliding side to side is required. However, if you have pass-thrus integrated into your seat, that will be allowed and no steel guide required.
9. 5th point belt (Sub Harness) is required and must be securely mounted to the lower seat frame or roll cage at the bottom, and to the lap seat belt on the top.
10. Head and neck restraints are recommended in all classes any time the vehicle is on the track. R3, Hans, Hybrid or other restraint certified to SFI spec 38.1 with a legible sticker attached are allowed.
11. The head and neck restraint, when connected, must be mounted, configured, maintained, and used in accordance with the manufacturer's instructions.
12. It is the responsibility of the driver to ensure that his/her restraint is correctly installed, maintained, and properly used.
13. Radios: Radios must be of two-way voice communication type only. Each race team is responsible for meeting FCC requirements.
14. Radio communication between drivers is not permitted. No communication is allowed from race UTV/SXS to race UTV/SXS, while on the track at the same time.
15. All radio frequencies are subject to approval.
16. Spotters are allowed for all race teams. Internal Radio communication is permitted between drivers/passengers in the same UTV/SXS and their respective Pit Crews/Spotter. Drivers may be penalized for inappropriate spotter behavior.


### 3. VEHICLE ELIGIBILITY


1. Production UTVs only. Production UTV definition: Production UTVs are vehicles manufactured by registered companies, i.e.; Polaris, Can-Am, Artic Cat, Yamaha, etc. Other manufacturers, such as Segway, CFMoto, and SPEED UTV, are also eligible, *with prior approval*, and must meet all requirement, including Tech Inspection. Only vehicles, parts, components, and equipment determined by Desoto Motorsports Park officials to meet the specifications set forth in the stated rules are eligible to compete in a Desoto Motorsports Park event. Determinations can be made at any time before, during, or after an event.

- a. All *new* models/brands are subject to series pre-approval process which may include (but is not limited to) inspection, track time and data collection before being deemed legal for competition. To be considered for approval to run for the series during the 2025 season, all *new* models must be available and on dealership floors at least 30 days before the first event. Models that do not meet this requirement may be approved to run on a probationary status but will not be allowed to run for the season points.
- b. All Machines are subject to be examined and tested by officials at any time prior to, during, or after the event and may be disqualified if found to be in violation.
- c. Full roll cage is required. An Aftermarket cage is mandatory for PRO classes. An OEM/Factory roll cage is allowed in other classes, although an upgraded cage is highly recommended. Terminated tube ends must be as short as possible with flat ends or radius ball ends. No pointed or sharp tube ends allowed.
- d. Doors/door panels are mandatory, no half doors on side of car where driver or passenger is present. RS1 must have full doors on both sides.
- e. A Roof is required on all vehicles in every class.
- f. Fire extinguishers or fire suppression systems are mandatory.
- g. Five-point harnesses are mandatory for any driver and passenger seat, if applicable. All harnesses must meet SFI spec 16.1 or 16.5
- h. Window nets are required on driver side. They are also required on passenger side if there is a passenger in the car. All window nets must meet SFI 27.1. Arm restraints may be used in place of window nets, and must meet SFI 3.3.
- i. RS1s must have nets on both sides. Arm restraints may be used in place of window nets, and must meet SFI 3.3.
- j. Clearly visible numbers on both sides of vehicle are mandatory. White Background with Black numbers ONLY! A minimum of 7" numbers is required. If numbers cannot clearly be read by scoring officials, you may not be scored for that race.
- k. Rear chase light is highly recommended; however, it must not strobe.
- l. Key and/or On/Off switch, clearly labeled, that shuts off the engine is required.
- m. Rear view mirrors will be permitted.
- n. All vehicles must have a reverse gear.
- o. Acceptable fuels include: Pump gasoline including E-85, or Racing gasoline, as originally manufactured, including E-85 - E-90. Methanol, Nitromethane, Propylene Oxide, Polypropylene Oxide, or any other oxides or additives are NOT allowed.
- p. The use of any fuels or alternative fuels not listed above requires approval from the Desoto Motorsports Park tech department before the start of any event. Failure to obtain approval, will result in automatic disqualification.





#### 4. FLAGS There are several flags/and or lights throughout the race course.


 **Green** - Green Flag (Start/Restart) - All race vehicles must remain in appropriate positions until the race is started as outlined below signifying the start or restart of the race. the Official Starter will indicate the start of the race by waving the green flag.


 **Yellow** - Caution flag to signify a disabled racer or obstruction on the course. SLOW YOUR SPEED IMMEDIATLEY to 25mph. The Safety ZONE is a minimum of 100'ft before the incident and a minimum of 50'ft past the incident. Drivers passing, jumping, racing through a yellow flag zone, or otherwise ignoring a displayed yellow caution flag will be penalized at the discretion of the Race Officials. Penalties may include loss of position, loss of laps, disqualification, and is not an appealable disqualification.


Only safety personnel will attend to race vehicles and drivers involved in caution incidents. Desoto Motorsports Park officials may request assistance from trained crew members as needed, but other than that, crew members may not enter the racetrack to assist their vehicles. Multiple vehicles may be charged with a caution infraction.

 **Red** - Red Flag (Race Stop) - ALL Race vehicles must stop in a safe matter immediately, regardless of your scored position on track. Failure to obey the red flag will result in disqualification. This is not an appealable disqualification. Repairs, refueling, or service of any nature is not allowed during a red flag. A Red flag designates a complete restart before one lap has been completed. Timing on the restart is at the discretion of Desoto Motorsports Park officials.

 **Blue** - Blue Flag with Diagonal Yellow Stripe (Passing Flag)- Race vehicles given this flag must prepare to yield to overtaking traffic.

 **Black** - Black Flag (Penalty) - Race vehicle must immediately report to the pits and remain until released by an official. A black flag penalty will be displayed at the finish line. The black flag may be displayed for rough driving, an unsafe vehicle, failure to acknowledge other flags, failure to adhere to rules or directives, and other offenses at the discretion of Desoto Motorsports Park.

 **White** - White Flag (One Lap to Go) - Display of the white flag at the finish line means the leader has started his/her last lap.

 **Checkered Flag (End of Race)** - display of the checkered flag at the finish line means the race is completed. All vehicles must go to the designated finish area and remain there until released by an official. When the checkered flag is displayed to the leader, the balance of the field receives the checkered flag in the same lap. Finishing position will be awarded according to most laps completed in the allocated amount of time, whether the vehicle is still running or not.

## **5. AGE REQUIREMENT**

Competitors (drivers and passengers) must be at least 18 years of age at the time of the event. Competitors 17 and under are only allowed if parent or guardian is present at the event to sign liability waiver. Riders in this age category may be required to present their birth certificate and have a parent or guardian present (with photo ID).

All drivers are responsible for their actions as well as their entire pit crew.

Racing age is your age on the first day of January 2025. Youth racers must race your age at the beginning of the 1st round of the Series. For example, a Youth racer is 8 years old on January 1, July 18th is their birthday and they will be turning 9, they must race as an 8-year-old for the entire calendar year. However, a youth driver may voluntarily advance to a higher age division if he/she is eligible to do so, but once a youth rider advances to the higher age division, he/she may not return to the younger age division.

Youth classes are for ages 6-12, and may be required to present birth certificates. Further age brackets within this are defined per individual Youth classes below.

- a) 800cc & under class (YOUTH 800 N/A) ages can be 12 years or older.
- b) YOUTH 1k N/A (1000cc) ages 13 to 17 years old.
- c) Women's N/A class ages can be 13 years or older.
- d) Amateur/Expert 1000cc class is for ages 18 and older.
- e) In order to drive in this class at an age less than 13 years old, you must have raced an SXS/UTV for at least 2 years and/or be approved by a race director. Drivers in this age category must also present their birth certificate and have a parent or guardian present (with photo ID). All drivers under the age of 13 in this group **MUST** provide a resume to the Racing Director before being allowed to compete, unless otherwise grandfathered in. This will allow us to help place riders in the class that is most appropriate for them.

## 6. RACING CLASSES

### **YOUTH STOCK** (Beginner/First Time level Driver)

*This class is for ages 6- to 12-year-old Beginner Level competitors only.*

UTV Polaris RZR 170cc, RZR 200 (180cc), ACE 150. 4-Stroke Single Cylinder, 169cc/180cc, Carbureted/EFI engine.

1. This class intended for *beginners*, with only safety items required.
2. Displacement: Engine modifications or transmission modifications of any kind are not permitted. Exception: Transmission/ Pinion support bracket is allowed.
3. Intake: Must remain stock, no modifications allowed. Stock air intake system required including air box with stock type air filter. Aftermarket stock type air filter element allowed.
4. Final Drive gearing, specifically the front or rear sprocket, may be changed.
5. Turbochargers and Turbo upgrades are Not permitted. Nitrous systems are not allowed.
6. All vehicles must use stock engine cases and cylinder head. All vehicles must use the same fuel delivery system as stock and designed by the OEM. Throttle body/injector or carburetor must be stock (OEM).
7. Clutching: clutching changes or components is allowed.
8. Aftermarket Exhaust systems are NOT allowed. Stock ECU required. No aftermarket ECU's allowed. No piggyback fuel tuners allowed
9. Safety nets and 5-point harnesses are required. Driver window net or wrist restraints are required.
10. Aftermarket roll cage, nerf bars, front/rear bumpers are allowed and are recommended.
11. Aftermarket wheels & tires are allowed.
12. Suspension: All A-arm mounting points must remain in the stock location and position as delivered from the manufacturer. Suspension modification is allowed to OEM shocks, including internal parts, and/or complete aftermarket shocks, that directly bolt to the OEM mounting locations. No other suspension changes allowed, including A -arms, axles, and swing arm, must remain stock. No long travel kits. Stock swingarm may be reinforced with gussets. "wheel hubs" must remain stock
13. Brakes must be stock and functional as delivered from the manufacturer, e.g., Polaris 170 (2) front calipers and (1) rear caliper.
14. Aftermarket seat is allowed for driver fitment.
15. Manufacturer plastics must not be removed, with the exception of the rear bed cover. Any other Weight removal is NOT allowed.
16. Top 3 finishers *must* submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an official, a penalty will be imposed.
17. Safety equipment is required. (See Driver Tech Safety items for requirements)
18. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.
19. Weight Rule: Minimum of **650lbs** with driver and all safety equipment.



## YOUTH LIMITED 6/8 (Novice – Expert level Driver)

*This class is for ages 6 to 8-year-old Novice to Expert Level competitors only.*

1. UTV Polaris RZR 170cc, RZR 200, or HiSun Strike 250 Model.
2. Displacement: - Any modification to the OEM engine configuration – boring, replating, blueprinting, cryotreating, etc. **IS NOT ALLOWED**, unless otherwise noted. No production-based class will have an engine modified from its OEM engine configuration as produced by the OEM. Engines found to be manipulated in any way will be grounds from disqualification.
3. Intake: Throttle body/Carburetor must remain stock, but Intake filters may be changed. Aftermarket stock type air filter element allowed. No boring or polishing of intake allowed
4. Transmission: All vehicles must use the OEM transmission and internals; however, transmission casing may be reinforced, including Transmission Pinion bracing, but transmission mounts must be in the factory location. Aftermarket center cap is Allowed.
5. OEM frames must consist of the 2 main frame rails, and all of the OEM suspension pivot mounts.
6. If rear bed plastic is removed, the vertical portion of the bed plastic that extends up from the lower firewall must be maintained or must be replaced.
7. Rear firewall is mandatory.
8. Exhaust system, gearing, clutching and ECU programmers can be changed or added. Piggyback fuel tuners are allowed.
9. Aftermarket seat is allowed for driver fitment.
10. Seat harnesses 5pt are mandatory.
11. Window nets or arm/wrist restraints are mandatory. If the driver's seat is on the left side, only the driver's side window net is required. If the vehicle is a center seat (RS1 style) then both sides must have window nets.
12. Suspension upgrades are allowed, up to and including upgrading prior 2021 170 models to a dual a-arm front suspension. Suspension modification is allowed to OEM shocks, including internal parts, and/or complete aftermarket shocks, that directly bolt to the OEM mounting locations.
13. Turbochargers and turbo upgrades are not allowed.
14. Nitrous systems are not allowed.
15. Roof panel mandatory minimum thickness .063".
16. Aftermarket roll cage, nerf bars, front/rear bumpers are highly recommended. A mandatory 1.25" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage
17. Top 3 finishers *must* submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an official, a penalty will be imposed.
18. Safety equipment is required. (See Driver Tech Safety items for requirements)
19. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.
20. Weight Rule: **POLARIS 170's: 650lbs Polaris 200: 675lbs** w/Driver and all safety equipment.  
**HiSun 250's: 725lbs** w/Driver and all safety equipment.



## YOUTH LIMITED 9/12 (Novice – Expert level Driver)

*This class is for ages 9 to 12-year-old Novice to Expert Level competitors only.*

1. UTV Polaris RZR 170cc, RZR 200, or HiSun Strike 250 Model.
2. Displacement: - Any modification to the OEM engine configuration – boring, replating, blueprinting, cryotreating, etc. **IS NOT ALLOWED**, unless otherwise noted. No production-based class will have an engine modified from its OEM engine configuration as produced by the OEM. Engines found to be manipulated in any way will be grounds for disqualification.
3. Intake: Throttle body/Carburetor must remain stock, but Intake filters may be changed. Aftermarket stock type air filter element allowed. No boring or polishing of intake allowed
4. Transmission: All vehicles must use the OEM transmission and internals; however, transmission casing may be reinforced, including Transmission Pinion bracing, but transmission mounts must be in the factory location. Aftermarket center cap is Allowed.
5. OEM frames must consist of the 2 main frame rails, and all of the OEM suspension pivot mounts.
6. If rear bed plastic is removed, the vertical portion of the bed plastic that extends up from the lower firewall must be maintained or must be replaced.
7. Rear firewall is mandatory.
8. Exhaust system, gearing, clutching and ECU programmers can be changed or added. Piggyback fuel tuners are allowed.
9. Aftermarket seat is allowed for driver fitment.
10. Seat harnesses 5pt are mandatory.
11. Window nets or arm/wrist restraints are mandatory. If the driver's seat is on the left side, only the driver's side window net is required. If the vehicle is a center seat (RS1 style) then both sides must have window nets.
12. Suspension upgrades are allowed, up to and including upgrading prior 2021 170 models to a dual a-arm front suspension. Suspension modification is allowed to OEM shocks, including internal parts, and/or complete aftermarket shocks, that directly bolt to the OEM mounting locations.
13. Turbochargers and turbo upgrades are not allowed.
14. Nitrous systems are not allowed.
15. Roof panel mandatory minimum thickness .063".
16. Aftermarket roll cage, nerf bars, front/rear bumpers are highly recommended. A mandatory 1.25" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage
17. Top 3 finishers *must* submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an official, a penalty will be imposed.
18. Safety equipment is required. (See Driver Tech Safety items for requirements)
19. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.
20. Weight Rule: **POLARIS 170's: 650lbs Polaris 200: 675lbs** w/Driver and all safety equipment.  
**HiSun 250's: 725lbs** w/Driver and all safety equipment.



## YOUTH MODIFIED

(Novice – Expert level Driver)

*This class is for 6 to 12-year-old Novice to Expert Level competitors only.*

1. UTV Polaris RZR 170cc, RZR 200, or HiSun Strike 250 Model.
2. YOUTH Production Limited class legal vehicles are permitted to compete in the YOUTH Production Modified class.
3. Engine, suspension, and weight removal modifications are all permitted. Polaris base engine must remain 57mm head bolt spacing
4. Motor may be modified, up to 250cc Maximum. This includes head, valves, cam, piston, crank, and throttle body/carburetor.
5. Intake: Modifications are permitted.
6. Exhaust, EFI controller, jetting, intake/air filters, and gearing are allowed.
7. Clutch springs, helix, weights are allowed.
8. Transmission: OEM or Aftermarket transmission modifications are allowed.
9. Aftermarket roll cage, nerf bars, front/rear bumpers are highly recommended.
21. A mandatory 1.25" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage.
10. Window nets or arm/wrist restraints are mandatory. If the driver's seat is on the left side, only the driver's side window net is required. If the vehicle is a center seat (RS1 style) then both sides must have window nets.
11. Roof panel mandatory minimum thickness .063".
12. Transmission increased durability parts allowed.
13. Turbochargers and turbo upgrades are not permitted. Nitrous systems are not allowed.
14. Top 3 finishers *must* submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an official, a penalty will be imposed.
15. Weight Rule: minimum of: **500lbs** with driver and all safety equipment.
16. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.



## 800cc & Under (UTV equipped with up to an 800cc or less)

*This class is for ages 10- to 15-year-old competitors only.*

1. Displacement: *Maximum* of up to 800cc.
2. Vehicle eligibility: Any sport UTV up to 800cc is allowed. I.e.: UTV Polaris 570cc/800cc
3. Engine modifications are permitted, but stock center cases, cylinder, and cylinder head must be oem. *Big-Bore kits are allowed for 570cc engines.*
4. Stock clutches required. Aftermarket clutch kits, weights, springs, and helixes are allowed. Aftermarket clutches are NOT allowed.
5. Suspension components can be changed, but mounting points cannot be changed.
6. Superchargers/turbochargers or nitrous systems are NOT permitted.
7. Aftermarket skid plates, seats, exhaust, suspension, and wheels are all allowed.
8. Roof panel mandatory minimum thickness .063".
9. Aftermarket roll cage, nerf bars, front/rear bumpers are allowed and are recommended. A mandatory 1.25" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage.
10. Top 3 finishers *must* submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an official, a penalty will be imposed.
11. Safety equipment required.
12. Maximum width 66"
13. Weight Rule: minimum of *1,100 lbs.* with driver and all safety equipment.
14. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.



## YOUTH 1k (Novice – Expert level Driver)

*This class is for ages 13- to 17-year-old competitors only.*

1. Displacement: Maximum 1000cc.
2. Vehicle eligibility: Any sport UTV 1000cc N/A is allowed. I.e.: UTV Polaris RS1
3. Engine modifications are NOT permitted.
4. All vehicles must use stock engine cases, cylinder, and cylinder head. This includes head, valves, cam, piston, crank, and throttle body/carburetor. Engine displacement may be checked by a UTV tech inspector at any time.
5. Aftermarket exhaust is allowed
6. Superchargers/turbochargers or nitrous systems are NOT permitted.
7. ECU flash is permitted along with any aftermarket exhaust.
8. Suspension: All A-arm mounting points must remain in the stock location and position as delivered from the manufacturer, however they may be reinforced for strength. Suspension modification is allowed to OEM shocks, including internal parts, and/or complete aftermarket shocks, that directly bolt to the OEM mounting locations are allowed.
9. Clutching: Stock clutches required. Aftermarket clutch kits, weights, springs, and helixes are allowed. Aftermarket clutches are NOT allowed.
10. You can replace wheels and tires with any alternative.
11. Roof Panel mandatory. Minimum thickness .063".
12. Aftermarket roll cage, nerf bars, front/rear bumpers are allowed and are recommended. A mandatory 1.25" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage.
13. Top 3 finishers *must* submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an official, a penalty will be imposed.
14. Safety equipment required. (See Driver Tech Safety items for requirements)
15. Weight Rule: minimum of **1,650lbs** with driver and all safety equipment.
16. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.



## **AMATEUR N/A** (UTV engines limited to 1000cc maximum)

*This class is for anyone that identifies as a Beginner/Novice level driver 18 years or older.*

1. Displacement: Maximum 1000cc.
2. Vehicle eligibility: Any sport UTV up to 1000cc naturally aspirated model is allowed.
3. Engine modifications are permitted, but stock center cases, cylinder and head must remain stock. This includes head, valves, cam, piston, crank, and throttle body/carburetor
4. No BIG BORE Cylinders. Engine displacement may be checked by a UTV tech inspector at any time.
5. ECU flash is permitted along with any aftermarket exhaust.
6. Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm mounting locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.
7. Clutching: Any aftermarket clutching or components is allowed.
8. Superchargers/turbochargers or nitrous systems are NOT permitted.
9. Roof Panel mandatory. Minimum thickness .063".
10. Door panels must be fastened and provide full coverage (no half doors).
11. Aftermarket cages are allowed and recommended. A mandatory 1.25" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage.
12. Safety equipment required. (See Driver Tech Safety items for requirements)
13. Top 3 finishers *must* submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an official, a penalty will be imposed.
14. Weight Rule: Minimum weight of **1650lbs.** with driver & safety gear included.
15. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

## **AMATEUR TURBO** (UTV engines limited to 1000cc maximum)

1. Displacement: Maximum 1000cc.
2. Vehicle eligibility: Any sport UTV up to 1000cc TURBO model is allowed.
3. Engine modifications are permitted, but stock center cases, cylinder and head must remain stock. This includes head, valves, cam, piston, crank, and throttle body/carburetor
4. No BIG BORE Cylinders. Engine displacement may be checked by a UTV tech inspector at any time.
5. ECU flash is permitted along with any aftermarket exhaust.
6. Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm mounting locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.
7. Clutching: Any aftermarket clutching or components is allowed.
8. Superchargers or nitrous systems are NOT permitted.
9. Roof Panel mandatory. Minimum thickness .063".
10. Door panels must be fastened and provide full coverage (no half doors).
11. Aftermarket cages are allowed and recommended. A mandatory 1.25" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage.
12. Safety equipment required. (See Driver Tech Safety items for requirements)
13. Top 3 finishers *must* submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an official, a penalty will be imposed.
14. Weight Rule: Minimum weight of **1750lbs.** Polaris Pro-R **2000lbs.** Can-Am Maverick R **2000lbs**
15. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

## **EXPERT N/A** (UTV engines limited to 1000cc maximum)

*This class is for anyone that identifies as a Beginner/Novice level driver 18 years or older.*

1. Displacement: Maximum 1000cc.
2. Vehicle eligibility: Any sport UTV up to 1000cc naturally aspirated model is allowed.
3. Engine modifications are permitted, but stock center cases, cylinder and head must remain stock. This includes head, valves, cam, piston, crank, and throttle body/carburetor
4. No BIG BORE Cylinders. Engine displacement may be checked by a UTV tech inspector at any time.
5. ECU flash is permitted along with any aftermarket exhaust.
6. Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm mounting locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.
7. Clutching: Any aftermarket clutching or components is allowed.
8. Superchargers/turbochargers or nitrous systems are NOT permitted.
9. Roof Panel mandatory. Minimum thickness .063".
10. Door panels must be fastened and provide full coverage (no half doors).
11. Aftermarket cages are allowed and recommended. A mandatory 1.25" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage.
12. Safety equipment required. (See Driver Tech Safety items for requirements)
13. Top 3 finishers *must* submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an official, a penalty will be imposed.
14. Weight Rule: Minimum weight of **1650lbs.** with driver & safety gear included.
15. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

## **EXPERT TURBO** (UTV engines limited to 1000cc maximum)

1. Displacement: Maximum 1000cc.
2. Vehicle eligibility: Any sport UTV up to 1000cc TURBO model is allowed.
3. Engine modifications are permitted, but stock center cases, cylinder and head must remain stock. This includes head, valves, cam, piston, crank, and throttle body/carburetor
4. No BIG BORE Cylinders. Engine displacement may be checked by a UTV tech inspector at any time.
5. ECU flash is permitted along with any aftermarket exhaust.
6. Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm mounting locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.
7. Clutching: Any aftermarket clutching or components is allowed.
8. Superchargers or nitrous systems are NOT permitted.
9. Roof Panel mandatory. Minimum thickness .063".
10. Door panels must be fastened and provide full coverage (no half doors).
11. Aftermarket cages are allowed and recommended. A mandatory 1.25" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage.
12. Safety equipment required. (See Driver Tech Safety items for requirements)
13. Top 3 finishers *must* submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an official, a penalty will be imposed.
14. Weight Rule: Minimum weight of **1750lbs.** Polaris Pro-R **2000lbs.** Can-Am Maverick R **2000lbs**
15. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

## **WOMEN'S N/A** (UTV engines limited to 1000cc maximum)

*This class is for anyone that identifies as a Beginner/Novice level driver 13 years or older.*

1. Displacement: Maximum 1000cc.
2. Vehicle eligibility: Any sport UTV up to 1000cc naturally aspirated model is allowed.
3. Engine modifications are permitted, but stock center cases, cylinder and head must remain stock. This includes head, valves, cam, piston, crank, and throttle body/carburetor
4. No BIG BORE Cylinders. Engine displacement may be checked by a UTV tech inspector at any time.
5. ECU flash is permitted along with any aftermarket exhaust.
6. Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm mounting locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.
7. Clutching: Any aftermarket clutching or components is allowed.
8. Superchargers/turbochargers or nitrous systems are NOT permitted.
9. Roof Panel mandatory. Minimum thickness .063".
10. Door panels must be fastened and provide full coverage (no half doors).
11. Aftermarket cages are allowed and recommended. A mandatory 1.25" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage.
12. Safety equipment required. (See Driver Tech Safety items for requirements)
13. Top 3 finishers *must* submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an official, a penalty will be imposed.
14. Weight Rule: Minimum weight of **1650lbs.** with driver & safety gear included.
15. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

## **WOMEN'S TURBO** (UTV engines limited to 1000cc maximum)

1. Displacement: Maximum 1000cc.
2. Vehicle eligibility: Any sport UTV up to 1000cc TURBO model is allowed.
3. Engine modifications are permitted, but stock center cases, cylinder and head must remain stock. This includes head, valves, cam, piston, crank, and throttle body/carburetor
4. No BIG BORE Cylinders. Engine displacement may be checked by a UTV tech inspector at any time.
5. ECU flash is permitted along with any aftermarket exhaust.
6. Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm mounting locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.
7. Clutching: Any aftermarket clutching or components is allowed.
8. Superchargers or nitrous systems are NOT permitted.
9. Roof Panel mandatory. Minimum thickness .063".
10. Door panels must be fastened and provide full coverage (no half doors).
11. Aftermarket cages are allowed and recommended. A mandatory 1.25" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage.
12. Safety equipment required. (See Driver Tech Safety items for requirements)
13. Top 3 finishers *must* submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an official, a penalty will be imposed.
14. Weight Rule: Minimum weight of **1750lbs.** Polaris Pro-R **2000lbs.** Can-Am Maverick R **2000lbs**
15. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

## **VET 40+ N/A** (UTV engines limited to 1000cc maximum)

*This class is for anyone that identifies as a Beginner/Novice level driver 40+ years or older.*

1. Displacement: Maximum 1000cc.
2. Vehicle eligibility: Any sport UTV up to 1000cc naturally aspirated model is allowed.
3. Engine modifications are permitted, but stock center cases, cylinder and head must remain stock. This includes head, valves, cam, piston, crank, and throttle body/carburetor
4. No BIG BORE Cylinders. Engine displacement may be checked by a UTV tech inspector at any time.
5. ECU flash is permitted along with any aftermarket exhaust.
6. Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm mounting locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.
7. Clutching: Any aftermarket clutching or components is allowed.
8. Superchargers/turbochargers or nitrous systems are NOT permitted.
9. Roof Panel mandatory. Minimum thickness .063".
10. Door panels must be fastened and provide full coverage (no half doors).
11. Aftermarket cages are allowed and recommended. A mandatory 1.25" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage.
12. Safety equipment required. (See Driver Tech Safety items for requirements)
13. Top 3 finishers *must* submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an official, a penalty will be imposed.
14. Weight Rule: Minimum weight of **1650lbs.** with driver & safety gear included.
15. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

## **VET 40+ TURBO** (UTV engines limited to 1000cc maximum)

1. Displacement: Maximum 1000cc.
2. Vehicle eligibility: Any sport UTV up to 1000cc TURBO model is allowed.
3. Engine modifications are permitted, but stock center cases, cylinder and head must remain stock. This includes head, valves, cam, piston, crank, and throttle body/carburetor
4. No BIG BORE Cylinders. Engine displacement may be checked by a UTV tech inspector at any time.
5. ECU flash is permitted along with any aftermarket exhaust.
6. Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm mounting locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.
7. Clutching: Any aftermarket clutching or components is allowed.
8. Superchargers or nitrous systems are NOT permitted.
9. Roof Panel mandatory. Minimum thickness .063".
10. Door panels must be fastened and provide full coverage (no half doors).
11. Aftermarket cages are allowed and recommended. A mandatory 1.25" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage.
12. Safety equipment required. (See Driver Tech Safety items for requirements)
13. Top 3 finishers *must* submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an official, a penalty will be imposed.
14. Weight Rule: Minimum weight of **1750lbs.** Polaris Pro-R **2000lbs.** Can-Am Maverick R **2000lbs**
15. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.



## PRO N/A (UTV engines limited to 1000cc maximum)

This class is for Professional level drivers only. All Pro racers will be reviewed by race director to determine eligibility for Pro Class.

- In order to drive in this class at an age less than 18 years old, you must have raced an SXS/UTV for at least 2 years and/or be approved by a race director. Riders in this age category must also have a parent or guardian present (with photo ID). All riders under the age of 18 in this group MUST submit a resume to the Race Director before being allowed to compete.
1. Displacement: Maximum 1000cc
  2. Vehicle eligibility: Any sport UTV up to 1000cc naturally aspirated is allowed.
  3. Drivers entered in a PRO class CANNOT enter in any other under class for the remainder of that event/weekend.
  4. N/A 1000cc UTV Production Model is allowed to compete in the PRO Turbo class, however, a Turbo Production Model is not allowed in the PRO N/A class.
  5. All vehicles must use OE Manufacture engine cases and cylinder head. No BIG BORE Cylinders. Engine displacement may be checked by a UTV tech inspector at any time.
  6. The stock gear box cases must be used, the internals in the gear box may be modified or changed.
  7. Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm mounting locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.
  8. Clutching: Any aftermarket clutching or components is allowed.
  9. Superchargers and/or turbochargers or nitrous systems are NOT permitted.
  10. Door panels must be fastened and provide full coverage (no half doors).
  11. Roof Panel mandatory. Minimum thickness .063".
  12. Aftermarket cages are required for the Pro Classes. A mandatory 1.25" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage.
  13. Safety equipment required. (See Driver Tech Safety items for requirements)
  14. Top 3 finishers *must* submit to Tech Inspection at each round, which will include a mandatory bore & stroke measurement and weight. If a vehicle leaves the track/inspection area without being cleared by an official, a penalty will be imposed.
  15. Weight Rule: minimum weight of **1650lbs.** with driver & safety gear included.
  16. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

## **PRO TURBO** (UTV engines limited to 1000cc maximum)

**This class is for Professional level drivers only. All Pro racers will be reviewed by race director to determine eligibility for Pro Class.**

- In order to drive in this class at an age less than 18 years old, you must have raced an SXS/UTV for at least 2 years and/or be approved by a race director. Riders in this age category must also have a parent or guardian present (with photo ID). All riders under the age of 18 in this group **MUST** submit a resume to the Race Director before being allowed to compete.
1. Displacement: Maximum 1000cc
  2. Vehicle eligibility: Any sport UTV up to 1000cc TURBO is allowed, including the Polaris Pro-R.
  3. Drivers entered in a PRO class **CANNOT** enter in any other under class for the remainder of that event/weekend.
  4. N/A 1000cc UTV Production Model is allowed to compete in the PRO Turbo class, however, a Turbo Production Model is not allowed in the PRO N/A class.
  5. All vehicles must use OE Manufacture engine cases and cylinder head. No BIG BORE Cylinders. Engine displacement may be checked by a UTV tech inspector at any time.
  6. The stock gear box cases must be used, the internals in the gear box may be modified or changed.
  7. Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm mounting locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.
  8. Clutching: Any aftermarket clutching or components is allowed.
  9. Superchargers and/or turbochargers or nitrous systems are NOT permitted.
  10. Door panels must be fastened and provide full coverage (no half doors).
  11. Roof Panel mandatory. Minimum thickness .063".
  12. Aftermarket cages are required for the Pro Classes. A mandatory 1.25" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage.
  13. Safety equipment required. (See Driver Tech Safety items for requirements)
  14. Top 3 finishers ***must*** submit to Tech Inspection at each round, which will include a mandatory bore & stroke measurement and weight. If a vehicle leaves the track/inspection area without being cleared by an official, a penalty will be imposed.
  15. Weight Rule: minimum weight of **1750lbs**. Polaris Pro-R **2000lbs**. Can-Am Maverick R **2000lbs**
  16. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

## 7. INSPECTIONS

1. All vehicles, parts, components, and equipment are subject to inspection by officials at any time and in any manner. Decisions made in regard to the time or manner of inspection are final, non-appealable, and non-reviewable.
2. ALL SXS/UTV's must submit to a Technical Inspection, and any violation could be subject to disqualification and forfeiture of any and all race fees, and ANY/ALL points acquired during the series. SXS's may be randomly submitted to tech inspections throughout the weekend and at the end of main events. This includes weighing the SXS with driver & safety gear.
3. Pre-Practice/Race Inspection – All vehicles must pass a technical inspection before entering the race track, including for practice. All helmets and driver gear to be used during the weekend must be presented for pre-race inspection with vehicle. All gear must be clean.
4. If a vehicle does not pass this inspection, it will not be allowed to compete unless, in the opinion of the Racing official, the deficiency: will not adversely affect the race, cannot be corrected in time for qualifying for the race or it is insubstantial and does not warrant disqualification from the race.

If technical inspection is passed, but a deficiency is noted on the inspection sheet, it must be corrected by the date and time specified or a penalty may be imposed.

5. All drivers are required to purchase or rent remote timing transponders. Transponders can only be purchased/rented through Desoto Motorsports Park and numbers must be recorded with the racing officials.
6. ALL RENTED Transponders must be returned at the end of each main event. Failure to return a rented transponder will result in a charge of up to the full purchase amount due.
7. Drivers are responsible for the installation of all transponders. Any entry without a properly charged or properly installed, functioning transponder may not be scored and may be subject to further penalty
8. Competitor Obligations – A participant must take whatever steps requested by Racing officials, including tear down of the vehicle to facilitate inspection. This may include but is not limited to installing inspection holes, inspection ports, and any other means of inspection deemed necessary. Any inspection that requires tear down or dismantling of any assembly to inspect components is the sole financial responsibility of the competitor and or team. Desoto Motorsports Park is not in any way financially responsible for any tear down, disassembly or reassembly of components to ensure rules compliance. In passing a vehicle through technical inspection, Desoto Motorsports Park does not warrant that vehicle's adherence to all rules. The participant is responsible for ensuring his/her vehicle is in compliance with all Desoto Motorsports Park rules at every event.
9. Post-Qualifying/Race Inspection – All vehicles must either be inspected or released from inspection by a Racing official, prior to the conclusion of each racing session. If a vehicle leaves the inspection area without being cleared by a Racing official, a penalty may be imposed. No one, including team members or drivers are permitted to "tamper" with the vehicle in any way in preparation for post technical inspection.
10. Technical Penalties – Penalties imposed for technical infractions are final, non-appealable, and non-reviewable. Penalties may include position change and/or disqualification from one/multiple events.
11. Equipment/Parts Failing Inspection –Desoto Motorsports Park can confiscate any illegal parts and/or equipment found during any inspection. Any items confiscated will not be returned and no compensation will be made for these.

## 8. RACE FORMAT

UTV/SXS racing will follow a 2-race format (RACE 1 & RACE 2)

1. All classes will run a 2-race format, with a RACE 1 and a RACE 2, with a set number of laps, with finishing position in RACE 1 determining your starting position for RACE 2. Number of Laps will be pre-determined at each event based on the overall length of the track layout. The combined overall points from RACE 1 and RACE 2 finish will determine the overall score. The overall score will count toward your year end point standings. Both races (RACE 1 & RACE 2) are assigned points, and it is the overall combined score from BOTH races, that determines overall score. All drivers who take the checkered flag UNDER POWER (no pushing across) will receive a score, regardless of the number of laps they have completed. Driver's which complete over 50% of the required number of laps per race but are unable to take the checkered flag UNDER POWER will also receive a finish position.
2. ALL Classes will have a random computer-generated "draw" for starting position at Round 1, Race 1. Finishing position from Race 1 will determine starting position for Race 2. Points awarded for the overall finishing position are then considered Season Points, and Season Points will determine starting position for the remainder of the Season/Rounds.
3. Racing Format defined:

Racing takes place over 2 races. Both races count towards your overall event finishing position, but the second race is most important based on how points are awarded. Race points are earned based on your finishing position in each race. The lowest combined points score between race 1 and race 2 determine the overall finishing order for the event. Season points are awarded on the overall finishing order for the event, not per individual race. Note: It is important to understand the difference between race points and season points. Race points are what you earn in each individual race. The sum of your race points sets the overall finishing order for the event. The season points are awarded based on your overall event finish. Race points do not total into your season points.



## 9. REGISTRATION

1. Entry Requirements – In order to compete in a Desoto Motorsports Park Racing event, a participant must complete and submit an official entry online for each event by the deadline specified. Preregistration is required for all classes. Online Registration will be at:
  - a. click on Racing tab, and then select the pre-register link. Registration will also be open at race location prior to the start of the drivers meeting.
2. ALL Drivers must sign the online racing waiver, acknowledgement of rules, and complete W9 prior to any activity at each event.
3. A Transponder will be required. transponders will be available for sale or rent at racer registration \$40.00 per event. ALL RENTED transponders must be returned at the end of each main event. Failure to return a rented transponder will result in the full purchase amount due.
4. Entry Approval – Acceptance of any entry is at the discretion of Desoto Motorsports Park. A participant is not eligible to compete until registration is received and approved by Desoto Motorsports Park regardless of fees submitted.
  - a. Late Entries – In the event an entry is submitted after the specified deadline, Desoto Motorsports Park may accept the late entry with a late registration fee.
  - b. Refund Policy – All refunds must be requested through Desoto Motorsports Park race director within 7 days of the scheduled event. Once a vehicle enters the race course, whether in practice or competition, a refund can no longer be issued.
  - c. A Gate fee is separate from race entry and will be determined and collected by Desoto Motorsports Park. Wrist bands from the Main Gate must be worn at all times. Failure to have wristband will delay any Tech Inspection or entry to the Track.
5. It is the responsibility of every participant to ensure your online registration information matches the number on your race vehicle.
6. Driver's Meeting: All Drivers must attend the mandatory drivers meeting at posted scheduled times at racer registration/staging area. Failure to attend will mean loss of staging position. If driver is unable to attend: It is the responsibility of the driver/racer to send a member (codriver) or member of their pit crew to stand in for them. We will discuss track conditions, staging procedure, flagging, and any other pertinent information that is necessary for the event.
7. Race entry fees are as follows:

All PRO TURBO and PRO N/A	\$200.00 per class
Expert Turbo & Expert N/A or	\$150.00 per class
Amateur Turbo & Amateur N/A	\$125.00 per class
All other classes (Vet+40, Women's)	\$125.00 per class
800cc/Youth 1k	\$100.00 per class
All YOUTH Stock, LTD, Mod	\$75.00 per class

## 10. RACECOURSE PROCEDURE

A vehicle may be pulled from competition at any time if a Racing official feels it is a hazard to others. If a vehicle gets off the designated racetrack, speed must be reduced significantly, and the vehicle must merge back into the line safely without gaining time or position.

### Competition Rules:

A competitor may receive a penalty for any of the following listed below.

1. Intentional contact on the approach to a jump that results in a race vehicle leaving the jump in an unsafe manner.
2. Heavy contact.
3. Light contact that is maintained: both parties must try to detach or break contact immediately.
4. When one race vehicle forces another race vehicle outside of, or off the competitive racing surface.
5. If a race vehicle makes more than one consecutive defensive move.
6. Driving through another race vehicle.
7. Not reducing speed when a spin, crash or other incident is happening in front of your race vehicle.
8. Not reducing speed when not on the racing surface.
9. If there is intentional contact made at any time other than under green flag (racing) conditions.
10. If more than one warning for the same offense is given during the same race to the same race vehicle.
11. Cutting the course.
12. Not holding your line.
13. Aggressive Driving -Reckless Driving in any such manner will not be tolerated and may result in disqualification. Reckless driving may include deliberate ramming, blocking, or intentional contact with another team or competitor.

### Competition Rules Definitions Continued

1. Heavy contact – when one race vehicle contacts another race vehicle with enough momentum and or force, that the other race vehicle is significantly displaced.
2. Light contact – when one race vehicle contacts another race vehicle with very low momentum and or force, as not to significantly displace the other race vehicle.
3. Defensive move – a race vehicle intentionally moving left or right in order to block or reduce the momentum of another race vehicle.
4. Incidental contact – contact that is believed to be unplanned or unintended, sometimes in conjunction with something else.
5. Holding your line – a race vehicle maintaining its course, path, or trajectory. (Following the arc or radius of a turn within the track limits).
6. Aggressive Driving – being at the limit of light contact, multiple light contacts within the same race, the appearance of not being in control and or putting others at unnecessary risk.

7. Aggressive Driving – when one race vehicle forces another race vehicle outside of, or off the competitive racing surface, it will be considered Aggressive Driving. If a race vehicle makes more than one Aggressive Driving move, that driver may be penalized or disqualified for that event.
8. If a race vehicle makes heavy contact or fails to leave room on the competitive racing surface while making an aggressive driving move, a black flag (penalty) is given, that race vehicle will be scored in last position of the last lap that it completes. If the penalized contact or act results in another race vehicle losing positions or not finishing the race, an additional penalty may also be extended to one or more of the following, a points loss, fine, and or next race starting position penalty.
9. All drivers are responsible for their actions, including the actions of their entire race team/pit crew.
10. The posted Speed Limit within any area except the actual racecourse is 5 mph.
11. If a competitor leaves the racecourse for any reason, they must re-enter where the vehicle left the course slowly and safely, in order to continue the race.
12. While we strive to create a great spectator experience, the racecourse is closed to spectators, pit crew, photographers (without credentials) or anyone trying to enter the course that is not a competitor. There will be plenty of spectator viewing areas that overlook the entire track.
13. Internal Radio communication is permitted between drivers/passengers in the same UTV/SXS and their respective pit crews/spotter. No communication is allowed from race UTV/SXS to race UTV/SXS, while on the track at the same time.
14. Driver Medical Attention – if a competitor requires medical attention, by track or other medical teams, the medical technician must release the competitor before he/she may return to competition. Failure to comply with advice of the medical technician will result in disqualification from competition for the remainder of the event.
15. If a driver loses consciousness at any time during an event, the driver cannot compete and must be cleared by a doctor before returning to competition.
16. Unsportsmanlike Conduct – Any participant found by a racing official to be engaging in unsportsmanlike behavior or any inappropriate behavior that affects the orderly conduct of an event, the interests of off-road racing, or Desoto Motorsports Park, they will receive a penalty. This includes any aggressive action toward a racing official by participant including arguing, yelling, or raising your voice when talking to an official, or touching the official in any physical way. Drivers are solely responsible for the actions of all team members at all times and in the event that a team member shows Unsportsmanlike Conduct, a racing official may penalize the driver for the actions of the team member in addition to any penalty to the team member for his/her actions.
17. ROLL OVER PROCEDURE/ RECOVER AND ASSIST/ Caution Zone: 1. If a vehicle is flipped over, it is at the discretion of the driver to remove his or herself from the vehicle. If a driver does not exit the vehicle there will not be a penalty assessed. Any variance to this will be discussed at the drivers meeting.
18. During any process where the Desoto Motorsports Park staff are on the race course to recover or assist another race vehicle, the 100 feet before and 50 feet after are considered a safe zone (Please refer to Yellow Flag Caution). The max speed in the caution area is 25mph. Drivers cannot gain on or improve position on other racers in this area. Any violation of this safety zone will mean automatic penalty and or disqualification of the racer.
19. If race vehicle needs to be towed, it is the driver's responsibility to make sure tow hook is in place and in working condition. During a tow or assistance, Desoto Motorsports Park staff is not responsible for any damage to the vehicle. If you are towed off the track, your race is finished and you are unable to return to the race course. Driver may refuse Desoto Motorsports Park staff assistance in towing or flipping vehicle if vehicle is located safely off the racecourse and is out in the way to affect current race. If driver refuses assistance, you must remain in the vehicle until the race is completed.

20. Towing is not allowed. Any disabled UTV/SXS that are towed back to the pit area by staff or otherwise, are not eligible to return to competition in that race. If a UTV/SXS is towed a short distance in order to dislodge the UTV/SXS from a track obstacle. i.e.; mud, deep rut, etc., it may return to competition of that race. All participants assume full responsibility for any and all injuries sustained, including any property damage or damage to a race vehicle as a result of being towed to or from the racing areas by Desoto Motorsports Park staff or otherwise.
21. The race officially ends for all competitors at the completion of the final lap in which the checkered flag is displayed. Once the checkered flag is out, racers will be scored in order of their finish and number of laps completed. It is not necessary to complete all laps in order to receive a score.

## 11. POINTS / SCORING

1. Point structure: points will be awarded according to the following point scale:

PLACE	POINTS	PLACE	POINTS	PLACE	POINTS	PLACE	POINTS
01)	40	11)	23	21)	13	31)	5
02)	35	12)	22	22)	12	32)	5
03)	33	13)	21	23)	11	33)	5
04)	30	14)	20	24)	10	34)	5
05)	29	15)	19	25)	9	35)	5
06)	28	16)	18	26)	8	(5) points downward infinitely	
07)	27	17)	17	27)	7		
08)	26	18)	16	28)	6		
09)	25	19)	15	29)	5		
10)	24	20)	14	30)	5		

2. In the case of a tie for any position in year end points, the tie will be broken by using the greatest number of first place finishes. If a tie still exists, seconds, thirds, etc. will be considered until the tie is broken. If a tie still exists, the driver establishing the first victory of the season will prevail.
3. The overall points championship is not official until after the last race of the season.
4. Awards are presented to the top 3 finishers of each class. Payouts for PRO classes: 1st thru 3rd place. Eligibility to participate in the points fund may be forfeited by any participant violating Desoto Motorsports Park rules or regulations prior to the presentation of the awards.
5. A completed W9 is required for any payout whatsoever. These will be required at time of registration, and must be completely filled out. Failure to submit the required information, will result in loss of payouts earned. Year End payouts are mailed out after all W9's have been collected and Championship points are finalized.

## 12. TECH PROTEST

1. The Race Director, with or without protest, has the right to penalize, fine, disqualify, and/or suspend any vehicle or entrant for violation of any rules or regulations.
2. The right to protest shall rest only with any competitor taking part in the competition in question. This competitor may protest any one(1) infraction which is considered a violation of these rules. Example, You cannot protest Exhaust, Head, & Ignition. Only 1 part.
3. If a competitor believes that another competitor has or will obtain a significant unfair competitive advantage due to modifications to the race vehicle, he/she can file a protest. The protest must be made in writing and presented within 30 minutes after the end of the race accompanied by cash of at least \$500 or more depending on what is needed to test said alleged infraction.
4. A competitor is only allowed to protest one(1) competitor that finished one(1) position ahead of them. Example, 7<sup>th</sup> place cannot protest 1<sup>st</sup> place.
5. The race official shall determine whether the matter is a viable protest, and if so, shall decide the protest as promptly as possible and shall inform the parties to the protest of the decision. In deciding the protest, the Race Director may take whatever action deemed appropriate to further the interest of fairness. Such action includes, but is not limited to, revising official race results, imposing penalties, adjusting points, or taking no action.
6. Any entrant who has an official protest lodged against his/her race vehicle must submit to an inspection of the protested items. Failure to submit to inspection will result in automatic disqualification and/or suspension. Those attending the inspection(s) will be as follows: the protester or their designated representative, the protested competitor or their designated representative, and the Race Officials. No other person is allowed.
7. If the result that the accused is in violation of the rules, the protest fee will be returned to the protester. If the protest is not sustained, the protest fee will be forfeited to Desoto Motorsports Park and the competitor may/may not be compensated for cost incurred in connection with the protest by Desoto Motorsports Park out of the protest fee. Any additional fees left will be incurred by Desoto Motorsports Park.

If you need any further clarification, or simply have further questions, please feel free to reach out to [www.DesotoMotorSportPark.com](http://www.DesotoMotorSportPark.com) or our Facebook page @desotomotorsportPark and we would be happy to assist. Thank you.





Event: \_\_\_\_\_

Date: \_\_\_\_\_ Time: \_\_\_\_\_

End time of the final race of the day: \_\_\_\_\_ Protest Submittal time: \_\_\_\_\_

Protesting Driver Name: (Print) \_\_\_\_\_ Signature: \_\_\_\_\_

Class: \_\_\_\_\_ SXS Racing Number: \_\_\_\_\_

Witness to the infraction of Protesting Driver:

Witness Name: (Print) \_\_\_\_\_ Signature: \_\_\_\_\_

Class: \_\_\_\_\_ SXS Racing Number: \_\_\_\_\_

Driver being Protested:

Name: (Print) \_\_\_\_\_ Signature: \_\_\_\_\_

Class: \_\_\_\_\_ SXS Racing Number: \_\_\_\_\_

Description of Infraction:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Dollar Amount to be included with this Protest form: \$ \_\_\_\_\_

Race Official Name: (Print) \_\_\_\_\_ Signature: \_\_\_\_\_