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NEATV-MX, Inc. is an organization dedicated to the promotion of ATV motocross racing.

MESSAGE BOARDS:

Message boards on www.neatv-mx.com have been provided to you so that you may contact each other, discuss NEATV-MX, Inc., ATV's, report news, etc. Please keep in mind that the sponsors of NEATV-MX, Inc. as well as the tracks read these message boards. Derogatory comments against NEATV-MX, Inc., its officials, any event sponsor, or a track will not be tolerated. Disciplinary action will be taken against any individual that continues to post negative comments. This may include disqualification of a rider.

RAIN DATES:

Any non-race Sunday between April 1st and November 1st will be considered a rain date.

Rain Cancellations – All attempts will be made to cancel a race due to rain in a timely manner. Please keep in mind that weather changes very quickly which sometimes makes this difficult to determine. Most of our tracks have up to date weather monitors and we keep in constant contact with them regarding weather.

Cancellations will be determined by NEATV Officials only. No votes will be taken. If the decision is made to run the race it will be considered a points race. NO EXCEPTIONS and NO DISCUSSION. If you feel you do not want to race, then don't. However, if a race is considered on no monies will be refunded or carried over if you choose not to race. This is motocross.

If an event has already started and rain moves in we will make every attempt to complete the 2 moto, 4 lap races. For heavy rain we may go to a 1 moto, 4 lap race. Once races have begun no monies will be refunded or carried over.

Entry Fees: If a race is cancelled prior to practice beginning, entry fees will be carried over to the next race at that track. If you can not make the next race at that track you will need to contact Howard Payne the week prior to the next scheduled race to receive a refund. Once the next race has passed no refunds will be issued. A refund will not be issued the day the race was cancelled. As always, if it is the last race at that track, and therefore, monies can not be carried to the next race, entry fees will be refunded.

Gate Fees: Gate fees will NOT be refunded. The tracks do incur expenses even if the race is cancelled. On occasion there may be an exception to this rule, check the announcements, check with NEATV staff, or at the gate on the way out.

YOUTH CLASS EXCEPTION: There may be instances where the track is passable for all except youth class riders. In this case youth classes may be cancelled for the day while all other classes run. Youth riders will then have their entry fees carried over to the next race at that track. Gate fees will not be refunded.

For weather updates call (203) 650-0221.

GENERAL RULES:

1. All participants in NEATV-MX, Inc. events must meet the necessary age requirements and hold an active NEATV-MX, Inc. membership card. You must present your membership card when signing in for an event.
2. Events are open to all qualified NEATV-MX, Inc. members without regard to the sex of the entrant.
3. Only Pro rider classification may compete for cash prizes.
4. No rider under the age of 18 may compete without the written consent (signature on liability releases and entry forms) of his/her parents or legal guardians present at the meet. An authorized adult acting on behalf of the parents or legal guardians must provide a notarized statement indicating they have been given the authority by the parent or legal guardian to be responsible for the minor during the meet. All releases and notarized statements must be forwarded to NEATV-MX, Inc. The parents, legal guardians or authorized adult must remain present while the NEATV-MX, Inc. member he/she is responsible for is at the event. Birth certificates are required for all individuals under the age of 18. To accommodate youth classes promoters may use a shortened or separate track when necessary.
5. All race personnel, officials, riders, mechanics, anyone associated with riders and photographers must not consume or be under the influence of intoxicants or drugs that could affect their normal mental or physical ability. Besides affecting the safety of the event, any such use is inconsistent with the concept of good sportsmanship and is harmful to the sport of ATV racing.

6. Riders and/or family and pit crew who direct foul and abusive language to an official of NEATV-MX, Inc., track personnel, or an event sponsor are subject to disqualification for the entire meet.
7. Each rider is responsible for the actions of his family and pit crew. Any unnecessary trouble caused by these individuals puts that rider at risk of disqualification.
8. All riders and other race personnel must assess for themselves the track, facilities, existing conditions and other matters relating to safety. All riders and race personnel must rely on their own judgment and assume all risks of participating in competition in any manner.
9. NEATV-MX, Inc. officials hold the right to withdraw any individual from any race event for any reason.
10. Any rider on an ATV who violates an age restriction in an NEATV-MX, Inc. event shall be disqualified from the event. The rider will lose any points accumulated to date and will have to ride in the class they belong for the rest of the year.
11. Participants must have attained the stated minimum age before being eligible to compete in any class. The age of the rider is determined as of the date of the event. If you change age during the racing season you have the option of completing the class you started in, moving up to the next class, or running both classes.
12. TRACK REMINDER: No open fires are allowed.
13. NEATV-MX, Inc. reserves the right to refuse membership to any individual for any reason.
14. STOLEN BANNERS: Stealing of banners is not allowed. It is very important to our sponsors that their banners be placed at every track. Sponsors look for them and they are very expensive to replace. Anyone caught stealing banners will incur a penalty of lost points. The penalty will carry over to all parties in your pit area. Banners placed at the track on Saturdays are expected to still be in place on Sunday.
15. PIT BIKES: A pit bike is any non-racing motorized vehicle used to transport a person within the facility (golf cart, mule, mini bike, utility ATV, etc.). The use of a pit bike is a privilege, not a right, and only on special occasions extended to our adult guests ages 18 and over – Handicapped individual, Officials, etc. Reckless or irresponsible pit riding will not be tolerated. Violators and entered riders responsible for the violator will be subject to penalty, including, but not limited to: loss of gate pick, loss of event points, loss of series points, disqualification and/or removal from the event. Each rider is responsible for the actions of his/her family and pit crew. Any unnecessary trouble caused by these individuals puts that rider at risk of disqualification.

MEDICAL COVERAGE:

Medical insurance coverage has NOT been provided by NEATV-MX, Inc. or the track. We urge you not to compete in ATV competition without adequate personal medical insurance coverage.

STATEMENT OF RESPONSIBILITY:

You are voluntarily entering an NEATV-MX, Inc. event. An NEATV-MX, Inc. event is one that is listed in the official NEATV-MX, Inc. schedule. It does not indicate that the course has been inspected or approved by NEATV-MX, Inc., nor does it indicate that the officials have been trained or accredited by NEATV-MX, Inc., nor does it indicate that your safety has been assured by any NEATV-MX, Inc. Official or any track. Each participant in competition must assume the risk of competition.

ATV Racing is inherently dangerous. You should take part in this event based on your own assessment of your abilities. NEATV-MX, Inc. does not test the skill of individual participants, nor does NEATV-MX, Inc. judge rider competence. Participants are solely responsible for their own safety as well as the quality and condition of their ATV and protective apparel.

RECOGNIZED CLASSES FOR ATV EVENTS:

Youth Classes

0-50cc Limited (age 4-8)

50cc maximum. As of 6/20/05, the stock width rule has been lifted and you can run offset wheels to make them more stable, only the LEM models can change hubs to accommodate offset wheels. No other changes at all are allowed only wheels period!!! There is a 41" rule. Nerf bars or suitable floorboards are required. Tire size will be allowed to be changed. Oil injection will be allowed to be removed, and the pre-mixing of fuel will be allowed. Reeds can be changed. Aftermarket/performance air filter Element can be used as long as it fits the same as the original or has been approved by NEATV. CDI Boxes will be allowed to be changed. DRR cylinder replacement – must be a cast iron 50cc cylinder that matches the stock cylinder in everyway 100%. No extra manufacturing of cases allowed because of cylinder replacement from stock factory one. (replacement cylinder must be a un-bolt stock one and bolt on new one application.) They can be bought from another source than DRR. No Cobra, Hetrick, or high cost quads in this class. Steering stabilizers allowed. Aftermarket handlebars allowed. All external engine components must remain stock. Only internal parts of the motor may be changed such as transmission clutches and gears, cams and crankshaft. Warning! Certain crankshafts may make you go over the legal cc limit so be very careful what crank you run. Zero tolerance will be allowed on cc rule if inspected and disqualification will follow as a penalty. It is ok to remove the key switch and trim the wiring harness. Kosa is the only legal slip on silencer. If a newer model of your make machine comes out with an updated/improved part on it after the April 1st 2009 deadline you will not be allowed to run that machine or parts. This means suspension, engine, pipes whatever, unless approved by NEATV. Any part in question by NEATV to a machine/rider/team will need an official letter from that manufacturer stating that part is a stock part assembled with your machine before the April 1st 2009 deadline. Any machine purchased after that date that has updated or improved part on it can not be ran until parts are changed to the parts available before this date. All shocks must remain stock.

0-70cc Limited (age 6-11) **

70cc maximum. Stock frame and ATV engine cases from the original manufacturer of that make and model must be used. OEM frames may have material added for strength. These changes shall not affect frame geometry. Shocks/A-arms may be changed, but any brackets added must be bolted on only, no welding allowed in any suspension changes. NO Cobras, Hetrick, or high cost quads in this class. Steering stabilizers allowed. Aftermarket handlebars allowed.

0-90cc Limited (age 8-15)**

90cc maximum 2 stroke or 4 stroke. CVT-auto clutch only. All stock suspension must be used. If under 42 inches wide from factory wheel spacers are allowed on those machines only!! Offset wheels may be used on all machines and tires may be changed. Stock shocks must be used and left in stock location on front and rear of ATV. Braided brake lines may be added for safety and any aftermarket brake pads. All other brake items and components must remain stock. Steering stabilizers allowed. Bars and stem must be stock. Rear swingarm must remain stock and rear axle must be stock. Chain and sprockets may be changed for gearing. Internal engine work and transmission work is allowed and internal carburetor work is allowed. Carburetor, engine cases, cylinders, and any bolt on or visual engine or drivetrain part must be stock. Complete exhaust system, air box, lid, location and all air intake parts must remain stock and lids on. An aftermarket air filter element may be used. CDI boxes may be changed. Rev limiters can be removed. Stock frame with

matching OEM engine must be used. No cutting or welding of frame or changing suspension geometry allowed. Adding gussets for safety and strength only is allowed. Front bumper may be changed and rear grab bar may be changed. Stock plastic can be changed or trimmed. External transmission savers allowed. If your make machine offers OEM performance parts as an upgrade before you purchase or install them, they must be approved by NEATV Official Howard Payne before allowed in competition. In case of factory replacement parts not being available, please contact Howard for authorized after market replacements. No pvl's allowed. Koso cylinders will be allowed in replacement of stock cylinders on the Apex. Aftermarket handlebars allowed. If a newer year model comes with an updated/improved part that is factory and not a performance upgrade and requires no modification you can use that updated/improved part. It is ok to remove the key switch and trim the wiring harness. Kosa is the only legal slip on silencer.

0-90cc Auto Junior (age 8-11) **

90cc maximum 2 stroke and 125cc maximum 4 stroke. All ATV's in this class must be auto shift, No manual clutches period. Stock frame and ATV engine cases from the original manufacturer of that make and model must be used. OEM frames may have material added for strength. These changes shall not affect frame geometry. Shocks/A-arms may be changed, but any brackets added must be bolted on only, no welding allowed in any suspension changes. NO Cobras, Hetrick, or high cost quads in this class. Steering stabilizers allowed. Aftermarket handlebars allowed.

0-90cc Auto Senior (age 12-15) **

90cc maximum 2 stroke and 125 maximum 4 stroke. All ATV's in this class must be auto shift, No manual clutches period. Stock frame and ATV engine cases from the original manufacturer of that make and model must be used. OEM frames may have material added for strength. These changes shall not affect frame geometry. Shocks/A-arms may be changed, but any brackets added must be bolted on only, no welding allowed in any suspension changes. NO Cobras, Hetrick, or high cost quads in this class. Steering stabilizers allowed. Aftermarket handlebars allowed.

0-90cc Modified (age 8-15)

90cc maximum 2 stroke and 125 maximum 4 stroke. All engines used in ATV competition must be production model ATV engines or single cylinder production model motorcycle engines available for sale to the general public. The complete engine which a rider has qualified may be changed, provided that it is replaced with an engine of the same make, model and displacement. Custom frames are allowed. Steering stabilizers allowed. Aftermarket handlebars allowed. This is the only kid's class able to down sleeve motors.

Age 13+

Women's Open

201cc-open for ages 16+. 13-14 years of age can ride up to a 240cc maximum 2-stroke or 300cc maximum 4-stroke, 15 year olds can run maximum 250cc 2 stroke or 400cc 4 stroke. Once a rider has moved up to this class they cannot return to any youth classes unless approved by the NEATV Official Howard Payne.

Youth 200/300 B (age 13-16)

13-16 years of age only. 240cc maximum 2-stroke or 300cc maximum 4-stroke. No big bore 300ex's. This class will be checked for cc maximum. NO hybrids. If a rider is 16 years old they can race this class and a higher class as long as it is not a pro level class.

Youth 200/300 C (age 12-14)

12-14 years of age only. 240cc maximum 2-stroke or 300cc maximum 4-stroke, no big bore 300ex's. This class will be checked for cc maximum. NO hybrids. The top 3 in final points standings must move up to Youth 200/300 B class. The only exception would be if a top 3 rider were still 12 years old next season that rider would run this class again. You can run this class as well as a kid's class.

Sport 15+ (age 15 and older)

15 years and older. Open 250cc maximum 2 stroke and 400cc maximum 4 stroke. No pro, pro-am or expert riders. This class will be checked for cc maximum. Top 3 do not have to move up.

Agess 16+

4 Stroke A

201cc-450cc maximum. All engines used in ATV competition must be production model ATV engines or single cylinder production model motorcycle engines available for sale to the general public. Custom frames are allowed.

4 Stroke B

201-450cc maximum. All engines used in ATV competition must be production model ATV engines or single cylinder production model motorcycle engines available for sale to the general public. Custom frames are allowed. Top 3 riders in final points standing must move up.

4 Stroke C

201cc-450cc maximum. All engines used in ATV competition must be production model ATV engines or single cylinder production model motorcycle engines available for sale to the general public. Custom frames are allowed. Top 3 riders in final points standing must move up.

Open A

201cc-open. All engines used in ATV competition must be production model ATV engines or single cylinder production model motorcycle engines available for sale to the general public. Custom frames are allowed.

Open B

201cc-open. All engines used in ATV competition must be production model ATV engines or single cylinder production model motorcycle engines available for sale to the general public. Custom frames are allowed. Top 3 riders in final points standing must move up.

Open C

201cc-open. All engines used in ATV competition must be production model ATV engines or single cylinder production model motorcycle engines available for sale to the general public. Custom frames are allowed. Top 3 riders in final points standing must move up.

Production Stock **

The following may be changed from stock: tires, rims (offset allowed) Hyper Tech wheels with center hubs included are allowed ,internal portions of the motor and transmission, sprockets, chain, handlebars, steering stem, steering stabilizer, braided brake lines, air filter element, carburetor jetting, internal carburetor modification, front bumper, rear grab bar. Shocks may be re-valved. The relocation of the chain roller accepted. Fenders may be trimmed or after market plastic added. Nerf bars and tether switch required. Aftermarket brake rotors are allowed. No other modifications allowed!! No removal of air box lid or any air box

modifications at all and no outerwear covers. Stock exhaust must be used and no removal of packing silencer or baffle. No axles, a-arms and no wheel spacers, no aftermarket or bolt pattern changing hubs, no swing arms, Stock shocks and springs must be used and shock in OEM location. All external engine and all drive train parts must be stock including carburetors and all electrical system .This is an open cc class. A different year shock may be used as long as it's from the same make and model machine. No external OEM performance parts allowed. Top 3 riders in final points standing must move up. An aftermarket axle can be used but it must be stock width.

College Boy (ages 16-24)

201cc-open. No pro or pro-am riders.

25+ (age 25+)

201cc-open. Must be 25 years or older to race in this class.

30+ A (age 30+)

201cc-open. Must be 30 years of older to race in this class. All expert and pro riders are allowed in this class.

30+ B/C (age 30+)

201cc-open. Must be 30 years or older to race in this class. Rider must have never competed in any ATV race in a class higher than an amateur level. Top 3 riders in final points standing must move up to 30+A, 25+, Sport 15+, 4 stroke or open amateur classes, or 4 stroke or open expert classes.

40+ (age 40+)

201cc-open. Must be 40 years or older to race in this class. No active Open Pro riders can run this class. Open Pro riders must take off one full year before allowed to race 40+.

**For an ATV to eligible for the stock or production classes, the machine must be approved by NEATV-MX, Inc. **

Pro Level (age 16+)

Open Pro-Am * 201cc-open.

Open Pro * 201cc-open.

*To compete as a pro level rider you must meet certain qualifications as shown under classification of riders.

CLASSIFICATION OF RIDERS:

Riders shall be classified as follows:

A refers to Expert – several years experience

B refers to Amateur – moderate experience

C refers to Novice – a beginner's class

Youth – Refers to anyone under age 16, classed by age

Pro – Refers to a rider with several years experience in racing competition, must be able to maintain an average lap time comparable to a pro level lap time. The rider must have excelled at the Expert level.

1. Participation in or advancement to a higher class in any NEATV-MX, Inc. event or non NEATV-MX, Inc. event by any rider will result in permanent advancement to that higher class (in like activity - MX to MX etc.)
2. Riders that may be returned to a lower class are only those who officials consider completely non-competitive in the class they are leaving and will not dominate the class they are returning to. However, a rider may return to a lower class only once.

3. A rider returning to competition after less than 3 years must return to the class that he/she left from, unless an official determines otherwise.

4. Open Pro riders are not permitted to ride in any class below Pro Am.

5. A (expert) class riders are permitted to ride in the Pro Am Class.

6. Top 3 riders in 30+B/C, 4 Stroke B & C, Open B & C, & Production C must advance to the next level.

7. Pro riders must meet the following requirements – You must have several years experience in racing competition and you must be able to maintain an average lap time comparable to a pro level lap time. The rider must have excelled at the Expert level.

GENERAL EVENT RULES:

1. Every club, association, promoter, rider, official and all other persons participating in or connected with any event are bound by these rules.

2. At any event the following applies: The machine must meet the class requirement for engine size. All classes need not be run in any given event. If there are five or more entries for any class, that class must be run. If there are more than five but fewer than 12 riders in each of any two consecutive classes, these classes may be run at the same time (for separate prizes). In any class with fewer than five entries, the class may be dropped at the official's discretion.

3. No one except riders officially entered may ride or practice on any portion of the course the day of the event

4. A rider may use a different machine that he/she used to qualify as long as it is legal for their class and has their correct number plate on it.

5. A rider must be ready when called to the starting area. If not ready, he is allowed two minutes after the starters call to get ready for the event. Afterward, if he still is not ready, he is excluded from the event.

6. Any race stopped with two laps or less completed will require a complete restart in the original positions.

7. If, in the officials opinion, it is necessary to stop an event after at least 60 percent of the total distance has been covered, the race may be considered completed. Riders will be scored according to their position on the lap preceding the one during which they were red flagged. At the official's discretion, the race may be resumed and riders will be started in single file in the positions they held on the lap before the event was stopped.

8. *The race is completed when the leader takes the checkered flag. Finishing position is determined by the number of laps completed. A rider must complete 50% of the laps and take the checkered flag to be considered finished and scored. A Pro-Am or Open Pro rider whose machine is disabled before reaching the finish line may, under his own physical power, with no help from anyone, push their machine in a direct/shortest route towards and across the finish line to receive the checkered flag. A pro rider who finishes in this manner will be considered as having completed the event and will be scored as long as he/she has completed 50% of the scheduled laps. The rider has a 2 minute limit from the time the last running rider in that class takes the checkered flag. If you do not pass the checkered flag you will be considered a DNF (Did Not Finish). No other classes will be allowed to push their machines across the finish line.*

9. If a rider stops for any reason during an event, he must restart without any outside assistance. However, if a rider falls, blocking the course and endangering other riders, he may receive help or have his machine pushed off the course. An attempt to help under any other situation will result in the rider's disqualification. Youth riders are an exception to this rule.

10. A rider leaving the course must re-enter at the same point or at the first point where he can safely do so without interfering with other riders and without gaining an advantage. Failure to do so will result in the rider being penalized a minimum of one finishing position for that event.

11. A competitor who rides in a way that endangers officials, other riders or the public will be subject to immediate disqualification from the event by an official.

12. The official may decide the maximum number of riders who start any event. Starting riders will be those who qualify as a result of time trials or qualifying heats.

13. If heat races are used, a rider must start a heat to qualify for the final event.

14. Machines may be used in multiple classes by the same rider provided that both rider and ATV meet the requirements of the class.

15. Random equipment inspections may be done at any NEATV-MX event and may include fuel, sound, 50" width and displacement.

16. Any rider found illegal will lose all points earned for that race, second offense rider will lose all points earned up to that race and including that race, third offense rider will be suspended for the season .

17. Protest rider to rider: Rider must contact an NEATV-MX official with-in a half hour after the race that the protest is being made. Protester must be from same class as the rider being protested. Protester must put up the \$150.00 protesting fee. If rider is found legal that rider keeps the \$100.00 of the protest money, if rider is found illegal protester gets \$100.00 back and rider found illegal pays a \$50.00 fine and loses points for that event. The remaining \$50.00 goes towards the Tech Inspector.

18. Top 3 riders in 30+B/C, 4 Stroke B & C, Open B & C, & Production C should advance to the next level.

FLAGS:

Flags will have the following meanings:

1. GREEN-start of race.

2. WHITE-one lap to go until finish.

3. YELLOW-caution. When a yellow flag is displayed, competitors must ride cautiously until they have passed the incident that caused the flag. In motocross when a yellow flag is displayed there is no passing or jumping between the flag and the incident that caused the yellow flag. Failure to do so may result in the rider being docked from one finishing position all the way to disqualification from the event subject to the official's discretion.

4. RED-stopping of a race for any emergency situation. Failure to do so may result in the rider being docked from one finishing position all the way to disqualification from the event subject to the official's discretion.

5. BLACK-you are being asked to leave the track.

6. BLACK AND WHITE CHECKERED-end of race.

Some tracks may use a different color scheme for their flagging. Please listen at the morning riders meeting for changes.

SCORING:

1. An official NEATV-MX, Inc. scoring system will be used.

2. It is the rider's responsibility to ensure number legibility. If a rider protests his score and the numbers are not properly displayed, a protest will be disallowed. There will be no exceptions to this rule.

3. *The race is completed when the leader takes the checkered flag. Finishing position is determined by the number of laps completed. A rider must complete 50% of the laps and take the checkered flag to be considered finished and scored. A Pro-Am or Open Pro rider whose machine is disabled before reaching the finish line may, under his own physical power, with no help from anyone, push their machine in a direct/shortest route towards and across the finish line to receive the checkered flag. A pro rider who finishes in this manner will be considered as having completed the event and will be scored as long as he/she has completed 50% of the scheduled laps. The rider has a 2 minute limit from the time the last running rider in that class takes the checkered flag. If you do not pass the checkered flag you will be considered a DNF (Did Not Finish). No other classes will be allowed to push their machines across the finish line.*

POINTS SCHEDULE:

1. All championships will be based on the following points schedule.
2. If there is a qualifying race for your class, your qualifying moto will be considered your first moto.
3. Riders will be scored on a per-moto basis, unless otherwise specified on race day prior to the race.
4. Points will be calculated by combining points from the results of your first and second motos. (ex. Moto 1:First + Moto 2:Third = 51 points total)
5. Only NEATV members will receive championship points. Day passes and/or other District riders will be scored for the overall of the day then removed for points purposes – with all other riders moving up in position where points are concerned.
6. The end of the season championship points will be the sum of points accumulated over the course of the race season to determine the winners.

7. Tie Breaker – in the event of a tie the rider with the most 1st place finishes would take the top spot. If there are no 1st place finishes or a tie the rider with the most 2nd place finishes would take the spot, and so on.

1 st place = 30 points	11 th place = 10 points
2 nd place = 25 points	12 th place = 9 points
3 rd place = 21 points	13 th place = 8 points
4 th place = 18 points	14 th place = 7 points
5 th place = 16 points	15 th place = 6 points
6 th place = 15 points	16 th place = 5 points
7 th place = 14 points	17 th place = 4 points
8 th place = 13 points	18 th place = 3 points
9 th place = 12 points	19 th place = 2 points
10 th place = 11 points	20 th place = 1 point

RACE PROCEDURES:

1. Qualifiers & Last Chance Qualifier (LCQ) races will be determined on each race day depending on how much time is available and how many riders in that specific class.
2. You will receive points for your qualifying race but will not receive any if you are in the Last Chance Qualifier (LCQ). If your class has a qualifier, you will be awarded combined points for your qualifier finish and your second moto finish. The LCQ will only be 2 laps.
3. Line up order for the first moto (or qualifying/LCQ moto) will be determined by your sign up order or random pick (whichever method the track chooses to use).
4. Line up of the second or final moto will be determined by the rider's finish of the first moto. If there is a qualifying moto, the line up will be according to the finish of the first then second moto. (ex. 1st place of moto one, then 1st place of moto 2, then 2nd place of moto one.....)
5. Any track official reserves the right to restart a race or black flag a rider according to their judgment. Please know your rules before you step onto the track to avoid any unknown rules.

EQUIPMENT STANDARDS:

Equipment used in all competition must meet basic standards, except as otherwise specifically provided for in this Equipment Standards section. Where the rules permit or require components of equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the ATV components will perform in competition with safety.

1. All ATV's must be equipped with a functional tether type mechanical kill device attached to the vehicle and to the rider so that the engine ignition is cutoff at any time when the rider becomes separated from the ATV.
2. Suitable OEM floorboards or side bars, known as Nerf Bars, are required either above or below the bottom frame rail. They must be of a closed loop design and not extend beyond a point of widest dimension of the vehicle when measured with a straight edge touching the front and rear tires. The bars should be covered with a material so as to prevent rider's feet from going below the bars. Webbing or plastic mesh are accepted materials. No sharp protruding or open tubing ends are allowed. The bars should be securely mounted (welded or bolted) to the frame. For the 0-50 Limited class the OEM nerf bars or floorboards as they are called, will be acceptable provided they meet tech inspectors approval.
3. The width of the ATV will be considered legal provided that the wheels do not lift the spreader bar off the ground with the ATV in normal ride height, as the ATV is ridden between the 50 inch wide spreader bar.
4. The exhaust system must be securely attached together and to the frame, and must remain in board of the riders' legs, either above or below the bottom frame rail, when sitting on the ATV.
5. All ATV's must have functional front and rear brakes. The machine must have all brakes as originally manufactured or better. The machine also must have a self-closing throttle.
6. All glass must be removed or properly covered.

7. All riders must wear protective gear which includes a helmet, goggles, boots, gloves, motocross shirt, and motocross pants. Chest protectors are not mandatory but should be worn for your safety.

8. Classification will be according to the manufacturers piston displacement specification for the make of ATV and/or engine, an engine can be over bored, but not pass the class limit. Stroking is not permitted in the stock classes.

9. All front and rear end suspension components must be in good safe working order, no excessively worn or bent components will be allowed. (ball-joints, tie rods or ends etc...)

10. Participants must have attained the stated minimum age before being eligible to compete in any class. The age of the rider is determined as of the date of the event. If you change age during the racing season you have the option of completing the class you started in, moving up to the next class or running both classes.

11. All front bumpers must be of a tubular design with no sharp protruding edges. Mud screens are permitted as long as no sharp edges are exposed.

12. Aluminum axles are allowed.

13. ATV fenders must extend to cover a portion of the rear tires.

14. Youth classes may not exceed the maximum listed class displacement. With rider in normal riding position with hands on handlebars, there must be a bend in the elbows, fingers must reach all control levers. A rider in a standing position on foot pegs must have 3 inches of space between seat and rider inseam.

15. All levers must have safe ends and axle nuts must have cotter pins or clips if applicable.

16. All ATV's must have a vertical number plate mounted to the front bumper/front hood and a rear grab rail number plate as well as both rear fenders. The numbers shall be a minimum of 6" blocked numbers (no shading or outlining). All numbers must correspond; the number plates shall not be mounted to the handlebars for safety. No wood or metal number plates. The number plates and numbers shall be legible and be of contrasting colors as listed below:

NUMBER PLATES:

1. All number plates must be clearly displayed on the front and back of the ATV, as well as both rear fenders and be of contrasting colors.
2. Mandatory – your rider number must be visible on the back of rider's jersey or chest protector.
3. Pro class color scheme – Royal Blue background with White numbers.
4. Pro-Am class color scheme – any clearly legible combination.
5. Expert color scheme – White background with black numbers.
6. Amateur color scheme – Yellow background with black numbers.
7. Novice color scheme – Black background with white numbers.
8. Youth color scheme – any clearly legible combination.
9. Women's color scheme – any clearly legible combination.
10. 25+ color scheme – any clearly legible combination.
11. 30+ B/C color scheme – yellow or black background with black or white numbers.

17. Sound - All ATV's must meet the 99dp limit. Any ATV found over the 99dp limit will receive a written warning and will have until the next race event to resolve the problem. The ATV must be tested again at the next event and be approved before the ATV can be used in competition. If the ATV is still found to be over the legal dp limit that ATV will not be allowed to race that event or any event until tested in the legal limit. If a rider is found racing the failed ATV with out being tested at the legal limit and ATV is found to be still over the legal dp limit that rider will be disqualified and loose all points for that event. The rider will not be allowed to ride in any event unless the ATV is tested before the days event and will be placed on probation. A third offense will result in rider membership being forfeited for the rest of the season.

Notes: Always remember to maintain your pipes (repacking, fix cracks, etc.) Most pipe manufacturers do offer exhaust inserts and end caps at a cost below \$50.00 that make a big reduction in sound without losing any major

horsepower. Also NEATV-MX, Inc. will have DP Dawgs available at the track for most pipe applications that should put most pipes 4 to 7 dp lower .

RACE DAY TIMES:

1. Sign-ups run from 6-9am, depending on the track. Please pre-enter to avoid the long lines and a \$10 late fee. Some tracks offer a Saturday night sign-up, please check with the individual track. Saturday is considered "the event" which means a late charge WILL apply for all Saturday sign-ups.
2. Mandatory ATV & Rider Tech Inspections run from 7am–8:30am. Race day tech inspections will end promptly at 8:30am, no exceptions. Riders without a Tech Inspection Sticker will not be allowed out for practice or racing.
3. The mandatory rider's meeting will begin at 8:00am, some tracks it may be 9am.
4. Practice times will be listed in your newsletter
5. Qualifying motos will begin right after practice.

RENEWALS:

Riders who held an NEATV-MX, Inc. membership in the previous year and have not advanced in class may retain their same number until the first race. After the first race, if you are not signed up as a member, your number may be given away.

SPECTATORS:

Spectators are always welcome! Spectators witnessing these events thereby assume all risks for any injuries or damages resulting there from.

WARNING:

You should be aware that an ATV is not a toy and may be dangerous to operate. To avoid death or severe personal injury never drive an ATV without proper instruction. Take a training course. Beginning riders should receive training from a certified instructor. Call the ATV Hotline at (800) 887-2887 to find out about training courses offered in your area. Never allow a child less than 16 years of age to ride an ATV without adult supervision. Children need to be observed carefully because not all children have the strength, size, skill or judgment needed to ride an ATV safely. Always ride an ATV with the proper protective gear which includes a good helmet, goggles, boots, gloves, heavy trousers, long sleeve shirt, and a chest protector.

ATV mishaps, in competition or otherwise, can result in injury or death.

RACE DAY INSPECTION CHECKLIST

NEATV-MX, Inc. Pre-race Tech Inspection Requirements

All requirements will be checked at each race prior to practice.

1. Tether Switch
2. Nerf-bars
3. Must pass through spreader bar (50 inches)
4. Exhaust System must be securely attached to the frame
5. Number plates – front and back as well as both rear fenders
6. Lettered jersey and/or chest protector
7. Functional front and rear brakes
8. Properly working controls (brake levers, throttles etc...)
9. All glass must be removed, taped or properly covered.
10. Front and rear end suspension components must be in working order
11. Helmet, goggles, gloves, motocross shirt, motocross pants, and boots are also required. Chest protectors are suggested but are not mandatory.
12. All age requirements will be strictly enforced! You may be asked to show proof of riders age. So be prepared or you or your child might not race!
13. Decibel limit must be met.

Other safety related requirements may be required as deemed necessary, and is left to the discretion of the tech inspector. For a more detailed description of the items listed see the Equipment Standards section.

