



MX Rulebook

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NEATV UTV MX SERIES, LLC is an organization dedicated to the promotion of ATV and UTV and motocross racing.

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 UTV MX Officials only. No votes will be taken. If the decision is made to run the race it will be considered a point's 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 motos and 4 lap races. For heavy rain, we may go to a 1 moto, 4 lap race or we may reduce the number of laps. Once races have begun no monies will be refunded or carried over.

Entry Fees: If a race is canceled before practice begins, 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 a NEATV UTV MX official the week prior to the next scheduled race to receive a refund. Leave a message if nobody answers. Once the next race has started no refunds will be issued. A refund will not be issued the day the race was canceled. 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, no matter what. The tracks do incur expenses even if the race is canceled. On occasion, there may be an exception to this rule, check the announcements, check with NEATV UTV MX staff, or at the gate on the way out. We will make every effort to hold every race on our schedule.

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 canceled 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.

GENERAL RULES:

1. All participants in NEATV UTV MX SERIES, LLC events must meet the necessary age requirements and hold an active NEATV UTV MX SERIES, LLC membership card. You must present your membership card when signing in for an event. You may also purchase a day pass, good only for the day of the event.
2. Events are open to all qualified NEATV UTV MX SERIES, LLC members without regard to the sex of the entrant.
3. 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, and they must be present at the event. 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 UTV MX SERIES, LLC. The parent, legal guardian, or authorized adult must remain present throughout the entire 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.
4. All race personnel, officials, riders, mechanics, and 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.
5. Riders and/or family and pit crew who direct foul and abusive language to an official of NEATV UTV MX SERIES, LLC track personnel, or an event sponsor are subject to penalties and/or disqualification for the entire meet.

6. 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 and/or penalties.

7. 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.

8. NEATV UTV MX SERIES, LLC officials hold the right to withdraw ANY individual from any NEATV UTV MX SERIES, LLC event for any reason. NEATV UTV MX SERIES, LLC officials hold the right to assess, at the discretion of the official, based on the severity of a situation, a penalty of position(s), lap(s), time adjustment, disqualification, suspension, and loss of points, fines, probation, or warning for any reason. The Officials have the right to remove anybody from the event or from the series at any time, with no refunds. Ryan Angelicola depending on availability will have the last and final say if the two officials do not agree with the penalty.

9. Participants' age is determined as of January 1st. 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. Points will not be carried over to the new class. The penalty for a false birth certificate for lying about your age is suspension from NEATV UTV MX for the remainder of the season, loss of all points, and no refund for NEATV UTV MX membership. Depending on the circumstances additional penalties may be enforced.

10. **TRACK REMINDER:** No open fires are allowed. You should have a fire pit that contains all ashes if allowed by track.

11. NEATV UTV MX SERIES, LLC reserves the right to refuse membership to any individual for any reason and/or to ban any member from continuing at additional events. No refund will be given.

12. **STOLEN BANNERS:** Stealing banners or flags is not allowed. It is especially important to our sponsors that their banners/flags be placed at every track. Sponsors at times pay for them, look for them and they are expensive to replace. Anyone caught stealing banners will incur the cost of replacement and a penalty of 10 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 Sundays. If more than one occurrence the lost points will increase per the discretion of an Official.

13. All riders must participate in at least 50% of events to qualify for year-end championships and year-end pay-out money or prizes. Pro and/or ProSport class must participate in 75% of races to qualify for the year-end payout money or year-end prizes.

PIT VEHICLE RULES

PIT BIKES: A pit bike is any non-racing motorized vehicle used to transport a person within the facility (golf cart, mule, minibike, utility ATV, etc.). The use of a pit bike is a privilege, not a right, and only on special occasions extended to our guests, handicapped individuals, Officials, etc. **Reckless or irresponsible pit riding will not be tolerated.** 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. It is not a toy and is not to be used for joyriding. You must be 16 to operate any pit vehicle. All pit vehicle operators must abide by the following rules:

1. The number of passengers may not exceed the OEM recommendation.
2. Pit vehicles may not be operated in a reckless, careless, or in a dangerous manner.

3. Operators agree to indemnify and hold harmless the event promoter, the track owners, NEATV UTV MX owners, NEATV UTV MX Staff, officials, agents, track staff, and employees, from any and all injuries, personal damage, and property damage, resulting from the operation of a pit vehicle.
4. The operator assumes all risk and responsibility for their actions.
5. Pit vehicles can be used ONLY during daylight hours, except for official use. Once racing or practice has finished, they must be parked.
6. The Speed Limit is **5 mph**.
7. Correctly worn helmets are of the utmost importance.
8. Helmet violations will NOT be tolerated.
9. Operation of any motor vehicle while under the influence of alcohol is a crime and will not be tolerated. Violation of any of these rules is grounds for a penalty, including but not limited to expulsion
10. Helmets must be worn correctly (strap connected) on all open-pit bikes (minibikes, ATVs, etc.)
 - **If you are caught without a helmet you will get one warning,**
 - **Second warning you will be asked not to use the pit vehicle for the remainder of the day,**
 - **Third offense you will not be allowed to use a pit vehicle at our events for the remainder of the season.**

All the above offenses could also include the following depending on the severity of the violation. Suspension of pit vehicle privileges, your pit vehicle could be confiscated until the end of the event, disqualification of the racer, and or removed from the facility.

Continued violation of these rules will result in permanent loss of privileges. Always remember, the racer is responsible for the actions of his entire pit crew, family, and visitors and may be penalized for their misconduct at the discretion of NEATV UTV MX Officials.

If pit vehicles are abused, they will no longer be allowed at the events.

CLASSIFICATION OF RIDERS:

Riders shall be classified as follows:

A refers to an **Expert** – with several years of experience

B refers to **Amateur** – with 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 of experience in racing competition, who 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 UTV MX SERIES, LLC event or non-NEATV UTV MX SERIES, LLC 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 unless an official determines otherwise.
4. Pro riders are not permitted to ride in any other class except 450A
5. Top 3 riders in Open B or C, 450 B or C, VET 25+ C must move up to the next class level. Assuming their age as of January 1st allows this. Special exceptions can be made on a case-by-case basis.
6. Pro riders must meet the following requirements – You must have several years of 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.

7. A rider must race in at least 50% of the races in a class to receive a trophy in that class

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 on the day of the event
4. A rider may use a different machine that he/she used to qualify if it is legal for their class and has their correct number plate on it. Being that NEATV UTV MX runs 1-day events, there is not enough time to repair a broken machine.
5. A rider must be ready when called to the starting area. If not ready, the rider will lose their gate pick. Once riders are on the line and the starter has gone down the line to get ready the rider has 2 minutes from that point to be ready or the race will be started. A rider will be allowed to go back to the pit area if needed, however, the 2-minute rule still applies, if the rider is not back the race will be started.
- 6A. Any race stopped with two laps or less completed will require a complete restart in the original positions.
- 6B. If a red flag is thrown after the gate has dropped it instantly is the official stop of that race and racers must return to their same gate even if no laps were completed. At this point, a rider cannot switch machines or go back to the pit area. If any damage to the machine happens, it can be repaired only in the mechanic's area if the rider was able to get the machine to the mechanic's area on their own. As soon as the race is ready to go the 2-min. rule instantly goes into effect. Once a machine is towed or outside assistance is given to help that rider get their machine to the mechanic's area that rider is done. Riders can have assistance getting the machine flipped back over or moved to the side of the track in the area of the issue for safety reasons but must get the machine to the mechanic's area on their own in a matter to not hold up the restart of the race. Once in the mechanic's area work can continue even after the start of the race and can re-enter the race at any time safely. Riders can have help from their crew to repair machines in mechanic areas and can have parts and tools brought in from the pit area.
7. If, in the official's opinion, it is necessary to stop an event after at least 50 percent or more 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 a single file in the positions they held on the lap before the event was stopped.
8. 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 – for

example – if a chain falls off a youth rider can have help putting the chain back on and the youth rider can continue.

9. 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 for a minimum of one finishing position for that event.
10. **Rough riding:** If a rider has a problem with another rider in their class - someone that they think is riding in a dangerous way or blatant over aggressive way (not your normal bumping, hitting wheels to wheels, or going for an opening you left room for that rider to go for). Think about it first, this is racing! That rider can file a protest form against that rider at no fee. If in a youth class, the parent/legal guardian can file a protest form. Once a rider has had 3 protest forms against them in one single season that rider will be addressed by an official and given a verbal warning and will be watched for the rest of the season. If a rider is found to be over-aggressive in a dangerous or intentional way by an official only, that rider will be penalized 15 points and may also be disqualified depending on the severity of the offense.

A rider or anyone associated with a rider that enters another rider's pit area or goes after another team/rider at the track will be penalized depending on the seriousness of the offense by DQ or if the incident is serious enough DQ and suspension from further events. If both teams/riders are instigating a disorderly disturbance that's drawing excessive attention BOTH riders/teams will get an automatic DQ for the day. Additionally, in both the proceeding types of incidents the rider/team member who instigated the incident could receive an additional suspension. If any incident results in a physical attack by touching or fighting that rider/team member the offender will automatically be suspended for a full year from the date of the incident and the other party may also receive a DQ for the event

APPEAL: For an appeal of any official penalty decision made at the track an official appeal form must be filled out and turned in before the end of the event that the appeal is being made unless the violation was serious enough to warrant removing the rider for the season or year. For an appeal of our decision to be overturned, we would need a written signed statement or verbal confirmation from a track official, police officer, security guard, or a NEATV UTV MX official that can say they saw a completely different outcome to whatever happened. In certain cases, videos or pictures would work depending on the offense. The appeal can also be brought to the review board for a ruling.

11. 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.
12. If heat races are used, a rider must start in a heat to qualify for the final event.
13. Machines may be used in multiple classes by the same rider provided that both rider and ATV meet the requirements of the class.
14. Random equipment inspections may be done at any NEATV UTV MX event and may include sound, 50" width, and displacement.

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

15. **Protest rider to rider:** The rider must contact a NEATV UTV MX official within one-half hour after the race that the protest is being made. The

rider must be from the same class as the rider being protested. If the rider is under 18 years of age the rider's designated legal guardian or parent should submit the protest. All protests must be presented with a written NEATV UTV MX protest form and the protest fee paid in full or it will not be considered an official protest unless it is a mandatory protest by NEATV UTV MX. In the event of a teardown, NEATV will approve a person to do the tear down in front of the NEATV official. NEATV is not responsible for any costs incurred during a tear-down. The costs are the responsibility of the owner of the machine.

- a-Visual Protests: \$100.00 per item or component protested
- b-Technical Protests: \$100.00 per item or component protested
- c-Plus the following if applicable: Teardown Fees: \$250.00 for two-stroke/ \$500.00 for four-stroke (\$100.00 goes to tech person)
- d-Administrative Protests: \$100.00 per incident (no refund)
- e. For a, b, and c: If the protested party is found illegal the protesters receive a full refund and the protested party will pay the fee in full before they can return to racing. For c if the protested party is found legal, they receive \$400 of the \$500 fee.

In the event of a technical protest involving a teardown or removal of the engine from the frame, the protested rider may elect for the inspection to occur either before or after the final moto involving the protested machine. In the event the inspection is made after the final moto, the machine will be impounded between motos. Minor repairs and maintenance will be allowed only under the supervision of a NEATV UTV MX Official.

Tear Down: A teardown protest is any protest that isn't a verbal or visual protest; if anything is to be removed or taken apart it will be considered a tear-down protest.

Visual: A visual protest is for anything that would not require a teardown or removal of any parts, for example checking the width, or an external part that can be visually inspected without removal, or age verification for a class, etc.

Penalty: Refusal of a protest will result in disqualification for that event with the loss of all points and money for that event and will be subject to inspection at the next event.

Anyone found illegal will be disqualified for that event losing all points and money for that event in all classes the machine or person is illegal for. If a protest is an age protest the penalty is listed under that section in the rulebook. For a second offense in the same season for the same infraction, you also lose all points for the season up to that point.

16. Grooming at starting line:

At no time is anyone allowed in front of the starting gate to groom!!

Dirt starting area - there are no tools allowed (broom, rake, shovel, etc.) and you are only allowed behind the gate. You can lift gates and remove dirt and rocks from gate arms only and grooming can only be up to the lower gate arms but not past them.

Concrete starting area - the only tool allowed is a broom, you can sweep behind the gate, you can sweep in front of the gate, with the gate in starting position and the person behind that gate, you can lift the gate and clean rocks and dirt out of lower gate arms but gate must be back in normal starting position when sweeping in front of the gate. Only the concrete area in front of the gate can be swept, not the dirt in front of that. NEATV UTV MX officials will keep an eye on dirt building up in front of concrete and will make the call to groom that down when needed.

- Penalty: 1st offense you lose one finishing position for that race
2nd offense your DQ'd in that class for the day
3rd offense your DQ'd for the day and will be determined

by officials when and if you can return for the rest of the season

All calls and penalties will only be determined by a NEATV UTV MX or track official

17. The Mechanics Area is for Pro classes only and no one under the age of 16 is allowed in the Mechanics Area.

18. All machines must be taken through Tech Inspection prior to competing. Safety equipment and machine/rider eligibility are the sole responsibility of the rider.

19. To accommodate the 50cc classes, a shortened or separate track may be used as necessary.

20. Radios are permitted between pit crew members, but not with or between riders or drivers.

21. No rider may ride in such a manner as to endanger the life or limb of other riders, officials, or the public. Riders will be penalized for the reckless operation of their machine or for running into an official. Unsportsmanlike conduct or deliberate ramming, blocking, or intentional contact with another rider will result in a penalty. Team tactics include blocking, and allowing another rider to pass in order to affect the outcome of the race. Riders involved will be penalized.

All rules are subject to NEATV's official interpretation. Protests can be denied by neatv officials if deemed unnecessary.

22. Rolling the gate will not be allowed. Every rider must be within a reasonable distance of the gate when in the upright position. This reasonable distance is determined by a NEATV official. If a rider is caught rolling a start they will be spoken with. If a person is caught rolling a gate and causes a malfunction of the gate, they will be required to let the field go by and start in last place. If a rider is a repeat offender they will forfeit points and be DQ'd.

FLAGS:

Flags will have the following meanings:

1. GREEN-start of race.
2. WHITE-one lap to go until the 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 or blockage of the track. Once the gate was dropped it is the official start and will be restarted if fewer than 50% complete.
5. BLACK-you are being asked to leave the track.
6. BLACK AND WHITE CHECKERED end of the race.

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

SCORING:

1. An official NEATV UTV MX 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 to be scored. No pushing in any class is allowed. For scoring, if several riders break down on the same lap scoring goes back to the last scored lap for a position.

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) This will determine your overall for the day. The 2nd moto is the determining moto.
5. Only NEATV UTV MX members will receive championship points. Day passes and/or other District riders will be scored for the overall of the day and then removed for points purposes – with all other riders moving up in a position where points are concerned.
6. The end-of-the-season championship points will be the sum of Points are accumulated over the course of the race season to determine the winners. Points are finalized 3 days after being posted after each round.
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.
8. No points will be given on the last race for riders entering or trying a new class. If you were not currently in the points standings, you will not be added.

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 are 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 orders for the first moto (or qualifying/LCQ moto) will be determined by your sign up order or random picks (whichever method the track chooses to use).
4. The lineup 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 lineup will be according to the finish of the first and then the 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 ATVs 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 cut off at any time when the rider becomes separated from the ATV.
2. Suitable OEM floorboards or sidebars, 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 the 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 to prevent the 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 the wheels do not lift the spreader bar off the ground with the ATV in normal ride height (suspension relaxed), 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 ATVs 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 manufacturer's 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; not 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 January 1st. 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. The penalty for a false birth certificate for lying about your age is suspension from NEATV UTV MX for the remainder of the season, loss of all points, and no refund for NEATV UTV MX membership. Depending on circumstances additional penalties may be enforced.
11. All front bumpers must be of a tubular design with no sharp protruding edges. Mud screens are permitted if 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 a rider in a 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 ATVs 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: Mandatory

- All number plates must be clearly displayed on the front and back of the ATV; both rear fenders and be of contrasting colors.
- Mandatory – your rider number must be visible on the back of the rider's jersey or chest protector.

RACE DAY TIMES:

1. Sunday sign-ups run from 7-9 am, depending on the track. Some tracks offer a Saturday sign-up, please check with the individual track. Both Saturday and Sunday are considered "the event".
2. Mandatory ATV & Rider Tech Inspections will be required. Riders without a Tech Inspection Sticker will not be allowed to race.
3. The rider's meeting will be Sunday mornings at all tracks.
4. Practice times will be listed in your newsletter.
5. Qualifying motos will begin right after practice if needed.
6. This is a general guideline and times are subject to change, Please check your newsletter for up-to-date times

At no time will blatant rules violation be tolerated and will be handled in disqualification or suspension from the series!

RENEWALS:

Riders who held a NEATV UTV MX membership in the previous year and have not advanced in class may retain the same number until March 1st. After March 1st 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 therefrom.

SOCIAL MEDIA:

Social Media pages like Instagram, Facebook, Twitter, and www.neatv-mx.com have been provided to you so that you may keep up to date with schedules and changes regarding NEATV UTV MX SERIES events, and for Officials to report news, etc. Please keep in mind that the sponsors of NEATV UTV MX SERIES as well as the tracks read these message boards. Derogatory comments against NEATV UTV MX SERIES, 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 or you may be blocked from some or all social media pages. This is a place for all of us to

shine to get additional tracks and sponsors, which will benefit all riders and members. If you don't like a track or a decision, please keep your comments off our pages. We can't always make everyone happy, please private message, email, or call us with any issues. As in any business, decisions may be made that are for the good of the majority and may not be the popular choice for some. Derogatory opinions do not belong on our social media pages and will not be tolerated. No warnings will be given before comments are deleted and in some cases, the profile will be banned or will lose the ability to post.

RACE DAY INSPECTION CHECKLIST

NEATV UTV MX

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. The Exhaust System must be securely attached to the frame
5. Number plates – front and back as well as both rear fenders Plates must be cleaned before each moto.
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 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.

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

WARNING:

You should be aware that ATVs and UTVs are not a toy and may be dangerous to operate. To avoid death or severe personal injury never drive an ATV or UTV 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, a long-sleeve shirt, and a chest protector. ATV mishaps, in competition or otherwise, can result in injury or death.

changes are permitted. DRR and Apex parts may be interchanged between the two as long as it was an OEM part on either make at one point.

0-90cc Shifter (age 6-15)

90cc maximum 2 strokes and 125 maximum 4 strokes. No Auto. 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. Steering stabilizers allowed. Aftermarket handlebars are allowed. All other changes are allowed. DRR and Apex parts may be interchanged between the two as long as it was an OEM part on either make at one point.

0-90cc Stock (age 6-15) *

90cc maximum. This class is designed to be an entry-level and low-cost low-maintenance class. No Cobras and hybrids allowed. No DRR and Apex or race-ready machines are allowed. This should be your name-brand OEM-manufactured machines like Honda, Kawasaki, Yamaha, Suzuki, Can-am, and Polaris-type machines. Machines must remain stock and have no performance upgrades. The air filter lid must remain installed with a stock-style filter. The only changes allowed are Tires and rims to make them more stable on an MX track. You can run any brand of tire. Rims may be offset to make it wider and can be any make. Baffles can be removed from STOCK exhaust only if it is bolted to it, no cutting exhaust to remove. Handlebars and controls can be changed to accommodate the size of the rider. NO suspension changes. All stock parts must match that EXACT model year. A tether switch is mandatory that hooks to the rider. All lights can be removed or must be taped over to avoid any broken glass on the track. The machine must have race numbers on the front and back. Nerf bars are recommended or if the machine has stock foot guards and is approved by a NEATV Official that will be allowed.*

* Stock class should be a stock quad. These classes are for first-time riders to test their skills on a motocross track.

Youth Classes - Age 9+

Open Sport (age 9-15)

9 – 15 years of age 90 cc to 300cc maximum 2 strokes or 4 strokes. This class will be checked for cc maximum. The top 3 do not have to move up. NEATV UTV MX officials may advance a rider to this class at age 8 if petitioned by the rider's legal guardian and if approved by NEATV UTV MX Official
**A rider must have prior racing experience to race a bike over 200 cc and must be approved by NEATV UTV MX Official **

Youth Open 9-15 (age 9-15)

9-15 years of age. 250cc max 2 strokes or 300cc max 4 strokes, the Apex 250 is allowed, and hybrids are allowed as well, the Honda 250r is allowed but no power valves or cool heads.

Women's Open (Age 13+)

150cc-open for ages 15+. 13-14 years of age can ride up to a 240cc maximum 2-stroke or 300cc maximum 4-stroke. A 14-year-old can ride a 450 but must seek approval from a NEATV official and it must follow stock rules. Once a rider has moved up to this class, they cannot return to any youth classes unless approved by the NEATV UTV MX Official

450 C (age 14+)

201cc-450cc maximum 2 strokes and 4 strokes. 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. The top 3 riders in final points standing must move up unless age 14 they are allowed to stay back.

Open C (age 14+)

201cc-open for ages 14+. 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. The top 3 riders in final points standing must move up unless age 14 they are allowed to stay back. Youth riders on max 250cc machines may be allowed at NEATV discretion.

450 B (age 15+)

201-450cc maximum 2 strokes and 4 strokes. 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. The top 3 riders in the final points standing must move up. *A 15-year-old rider must have prior racing experience with NEATV UTV MX to run at the B level and must be approved by NEATV UTV MX Officials.

Open B (age 15+)

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. The top 3 riders in the final points standing must move up.

*A 15-year-old rider must have prior racing experience with NEATV UTV MX to run at the B level and must be approved by NEATV UTV MX Officials.

Open A (age 16+)

201cc-open. Hybrids allowed. 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.. 5 Laps

450 A (age 16+)

201cc-450cc. maximum 2 strokes and 4 strokes. 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.

450 Stock (age 14+)

No Pro, A, or B riders. **You will need approval from a NEATV official to run this class if you have prior racing experience**
OEM motor and matching frame combination model required. Frame geometry must remain as designed by the OEM, including all suspension pivot points. Material may be added for strength but not removed from the OEM frame. The following MAY be changed from stock: Tires and size, wheels (offset allowed), hyper-tech wheels with center hubs included allowed, sprockets, chain, gears, clutches, handlebars, levers, spark plug wire, coil wire, steering stem, grips, steering stabilizer, braided brake lines, air filter element (no airbox rings), carburetor jetting (main, the pilot only), removal of pipe baffle, front bumper, rear grab bar, relocating chain tensioner, fenders may be trimmed or aftermarket plastic is allowed, brake rotors, axle (must

RECOGNIZED CLASSES FOR ATV/UTV EVENTS: NO down-sleeving of motors is allowed in any class!

Youth Classes

50cc STOCK (age 4-9)*

50cc maximum. This class is designed to be an entry-level and low-cost low-maintenance class. No hybrids allowed. This should be your name-brand OEM-manufactured machines like Honda, Kawasaki, Yamaha, Suzuki, Can-am, and Polaris-type machines. DRR, Cobra and Apex are allowed. Machines must remain stock and the only changes allowed are tires and rims to make them more stable on an MX track. You can run any brand of tire. Rims may be offset to make it wider and can be any make. A tether switch is mandatory that hooks to the rider. All lights can be removed or must be taped over to avoid any broken glass on the track. Machines must have race numbers on the front and back. No other modifications are allowed, period!
Nerf bars are recommended or if the machine has stock foot guards and is approved by a NEATV UTV MX Official that will be allowed. This class will be run on a cut track. There is a 2-year maximum for this class but more time can be approved by a NEATV official.

0-50cc Modified (age 4-9)

50cc maximum. Open Class. Cobras and hybrids are allowed. DRR and Apex parts may be interchanged between the two as long as it was an OEM part on either make at one point. Aftermarket cylinder kits are allowed 50cc limit. This class will be run on a cut track.

0-70cc Auto (age 6-11)

70cc maximum 2 stroke. 125cc max 4 stroke All ATVs in this class must be auto-shift, No manual clutches period. 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 is allowed in any suspension changes. Steering stabilizers allowed. Aftermarket handlebars are allowed. All other changes are permitted.

70cc Shifter (age 6-11)

70cc maximum 2 stroke. 125cc max 4 stroke. Open Class. Cobras and hybrids are allowed. DRR and Apex parts may be interchanged between the two as long as it was an OEM part on either make at one point. Aftermarket cylinder kits are allowed 70cc limit. No Auto. Custom frames are allowed. Steering stabilizers allowed. Aftermarket handlebars are allowed. All other changes are allowed.

0-90cc Auto (age 6-15)

90cc maximum 2 strokes and 125cc maximum 4 strokes. All ATVs in this class must be auto-shift, with 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 is allowed in any suspension changes. NO Cobras, Hetrick, or high-cost quads in this class. Steering stabilizers allowed. Aftermarket handlebars are allowed. All other

remain stock width) shocks may be re-valved and springs changed as long as they do not change the factory mounting location or housing or main design of the factory shock. A bigger reservoir cap is allowed. A different year shock may be used if it is from the same make and model machine and was a factory item. No altering of subframes, brake, or clutch master cylinders. Clutches and baskets may be changed. Nerf bars and tether switches are required. No other modifications are allowed.

STOCK ENGINE RULES:

- a) Cylinder replating is allowed but must retain the original manufacturer's bore
- b) On all machines –any aftermarket slip-on pipe is allowed but the rest of the exhaust must remain stock. You can remove the baffle from your stock factory pipe.
- c) High-compression pistons are not allowed
- d) ALL internal engine components must be stock OEM parts. No swapping of stock parts or modifying in any way of the motor from its original factory form.
- e) All external engine parts must be stock OEM (carburetors, cases, cylinders, etc.). No modifying period!
- f) Stock OEM carburetor only. You can re-jet the main and pilot jets only. Absolutely no other modifications period!
- g) Stock injectors, stock injector housings only.
- h) On oil injection machines only oil may be put in the reservoir. Pre-mix fuel is not allowed in oil injection systems.
- i) ECU modules can be changed or added. Can-Am can only run the one that comes in the stage 1 MX package. Suzuki can run the chery bomb. Other brand machines have the same equivalent style boxes. If in doubt if your machine is legal check with a NEATV official.
- j) Wire harnesses may be trimmed down to eliminate switches, lights, etc.
- k) No removal of airbox lid or modifications done to the lid, or box, and no outerwear covers. No a-arms, wheel spacers, aftermarket bolt pattern changing hubs, no swing arms, etc. No factory OEM upgraded performance parts allowed (gtyr, HRC, etc. are not allowed) due to costs. No lowered subframes are allowed, and pistons must be stock-style and be made of the same material.

****For an ATV to be eligible for the stock class, the machine must be approved by NEATV MX UTV SERIES. ****

Vet C - 25+ (age 25+)

201cc-open. Must be 25 years of age or older to race in this class. No Active Pro, Pro-Am, A, or B riders can run this class. C riders allowed. C refers to **Novice** – a beginner rider. The top 3 must move up to Vet A/B at the end of the year.

Vet A/B- 25+ (age 25+)

201cc-open. Must be 25 years of age or older to race in this class. No Active Pro or Pro-Am riders can run this class. "B and A" riders are allowed. Pro or Pro-Am riders returning to competition after 2 years of absence can run this class.

30+ (age 30+)

201cc-open. Must be 30 years of age or older to race in this class. No Active Pro or Pro-Am riders can run this class. A, B, and C riders are allowed. Pro or Pro-Am riders returning to competition after 2 years of absence can run this class.

40+ (age 40+)

201cc-open. Must be 40 years or older to race in this class. No active Pro or Pro-Am riders can run this class. A, B, and C riders are allowed. Pro or Pro-Am riders returning to competition after 2 years of absence can run this class.

Pro (age 16+)

201-450cc maximum. Hybrids allowed. A rider can use another machine other than the one he/she qualified on or used in a previous race if it is legal for that class. NEATV UTV MX is a one-day event so teams and riders don't have proper time to make changes or repairs. Any rider that completes 50% of the laps will be scored. There is no pushing an ATV across the line for that 50% or last lap for safety reasons. To compete as a pro-level rider, you must meet specific qualifications as shown under the classification of riders. To be eligible for the year-end payout you must be a member and you must start in at least 80% of the scheduled races. If a race is canceled due to inclement weather that will not count. Pro Class is 13 minutes plus 2 laps. Pro Class will get one site lap before motos. Pro moto 1 is at 11:30 am and Pro second Moto 2 is 2:30 pm. Please be at the gate at least 15 minutes prior to this time. The top 3 overall Pro riders for the day should report to the podium immediately after the second moto for media purposes.

SxS / UTV CLASSES

SxS Open Pro 0-1000cc (age 16+):

Must have several years of verifiable experience racing an ATV, UTV, or other motocross racing on an MX track. This is an Expert class, so you must have experience. Factory-manufactured turbo UTV allowed. Aftermarket shocks are permitted. Aftermarket suspension is allowed. Tires and wheels can be replaced. Power steering is allowed. Aftermarket power steering racks are allowed. Aftermarket exhaust is allowed. Computers can be reprogrammed. Aftermarket skid plates and bumpers are allowed. You can relocate the cooling fan. Roll cage upgrades are allowed. All other changes are allowed unless otherwise told by a NEATV UTV MX Official. You can race with or without a passenger. No radio or communication devices are allowed at all. Passengers must be age 16 or over and must fit safely into their seat belt (minimum 4-point harness) and sign a waiver. Must have side numbers for scoring. No Ace-style single-seater machines except for the Polaris RS1

SxS Open (age 16+):

Aftermarket shocks are permitted. Aftermarket suspension is allowed. Tires and wheels can be replaced. Power steering is allowed. Aftermarket power steering racks are allowed. Aftermarket exhaust is allowed. Computers can be reprogrammed. Aftermarket skid plates and bumpers are allowed. You can relocate the cooling fan. Roll cage upgrades are allowed. All other changes are allowed unless otherwise told by a NEATV UTV MX Official. You can race with or without a passenger. Passengers must be age 16 or over and must fit safely into their seat belt and must have a minimum of a 4- point harness. No radio or communication devices are allowed at all. Must have side numbers for scoring. No Ace-style single-seater machines. Except for the

Polaris RS1. 15-Year-olds can be allowed in this class with approval from NEATV official

SxS Youth 170 (age 8 - 12):

Aftermarket shocks are permitted. Aftermarket suspension is allowed. Tires and wheels can be replaced. Power steering is allowed. Aftermarket power steering racks are allowed. Aftermarket exhaust is allowed. Computers can be reprogrammed. Aftermarket skid plates and bumpers are allowed. You can relocate the cooling fan. Roll cage upgrades are allowed. All other changes are allowed unless otherwise told by a NEATV UTV MX Official. No radio or communication devices are allowed at all. Must have side numbers for scoring. **No passengers allowed.**

SxS Mandatory Equipment:

4-point harness seat belts minimum (5-point harness recommended)
Fire extinguisher
Factory window nets or aftermarket nets that will keep feet and hands inside of UTV for drivers and passengers.
Helmet
Goggles
Number plates on both sides and front/rear
All passengers must sign a waiver

Anyone that shows up at an event that does not have the **entire** mandatory requirements listed above will not be allowed to race the SxS Pro class but may be able to race the SxS Open class. Drivers must have **all** the mandatory equipment by the next race event. This option is only at the discretion of a NEATV UTV MX Official. If you opt to race without **all** the mandatory equipment, it will be at your own risk even if an Official allows you to race.

Highly recommended, but not mandatory for safety:

Windshield or Screen
Racing firesuit
Rearview mirror
Roof
Doors
Upgraded seats
Roll cage gussets to strengthen stock cage or aftermarket stronger cage

Ryan Angelicola

Mailing Address:
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PO BOX 7294
Prospect CT 06712

neatvinfo@gmail.com
www.neatv-mx.com

All practice and race entry fees must be paid directly to the track during the event. No prepayment options are available.

For Membership Payments, Only

PayPal payments can be made to: NEATVInfo@gmail.com.
PayPal must be submitted through Friends and Family.

Venmo payments can be made to: NeatvInfo@gmail.com

The membership form MUST be signed, emailed, or mailed to the above addresses.

Progressive Rule Discipline

NEATV will implement the 3-strike rule for offenses made against another rider or person on a NEATV UTV MX race weekend for things such as aggressive racing, intentionally rough riding, as well as breaking any of the other various NEATV UTV MX or track rules. This panel may also be used to interpret rule violations as well.

1st Offense: Verbal Warning

2nd Offense: Deduction of Points/ DQ/ Moved back 1 finishing position.

3rd Offense: Expulsion, Suspension.

If a rider obtains their 1st warning and does not conduct any other infractions then after 3 rounds, that rider's slate will be wiped clean. If the rider obtains the 2nd warning and does not conduct any other infractions then after 4 rounds the rider's slate will be wiped clean. If a rider is suspended or expelled from the series, then after the season the rider can submit for reinstatement after a meeting with NEATV UTV MX officials. Riders returning from expulsion or suspension will be on a probation period for the first 3 rounds. This will carry the minimum penalty of a 2nd offense

A 3 person panel has been established to monitor and decide consequences for violations of various offenses. This will allow for a review of the offense. All 3 persons must agree upon the punishment.

MEDICAL COVERAGE:

Medical insurance coverage has NOT been provided by NEATV UTV MX SERIES, LLC, or the track. We urge you not to compete in any of our competitions without adequate personal medical insurance coverage.

STATEMENT OF RESPONSIBILITY:

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

Riders must register for practice or the race before riding their machine anywhere on the facility grounds.

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