



## 2023 UTV Short Course Off-Road Class Rules

**Classes:** Pro Turbo, Pro N/A, Expert Turbo, Expert N/A, Amateur Turbo, Amateur N/A, Vet 40+ Turbo, Vet 40+ N/A, Women's Turbo, Women's N/A, Youth 800 N/A, Youth 1000 N/A, Youth Production Stock (ages 6-12), Youth Limited (ages 6-8), Youth Limited (Ages 9-12), Youth 250 Modified.

The rules and/or regulations set forth herein do not express or implied warranty of safety, from publication of, or compliance with these rules and/or regulations. They are intended as a guide for the conduct of Lucas Oil Speedway and are in no way a guarantee against injury to participants.

LUCAS OIL SPEEDWAY officials have full authority over said sanctioned racing events. In the event of any dispute, the Director's decision will be final.

All race vehicles are subject to be inspected by a LUCAS OIL SPEEDWAY track official at any time during the event.

LUCAS OIL SPEEDWAY reserves the right to alter or amend these rules and/or regulations in the interest of safety and/or fair competition.

Throughout this Rulebook, a number of references are made for particular products to meet certain specifications (i.e. SFI Specs, FIA, Snell, etc.). It is important to realize that these products are manufactured to meet certain specifications, and upon completion, the manufacturer labels the product as meeting that spec. Therefore, except as outlined under SFI requirements, any change to the product voids that certification. Under no circumstances may any certified product be modified, altered, or in any way vary from the "as manufactured" condition. Such a practice is in violation of the SFI, FIA, Snell, etc. program, and voids such certification and therefore will not be accepted by LUCAS OIL SPEEDWAY.

Please remember that we are here because of the Fans, and Sponsors. If they don't benefit...we won't. While we understand that this Competition involves substantial financial stakes, there is no excuse for bad or unruly behavior, which would tend to bring LUCAS OIL SPEEDWAY into disrepute.

LUCAS OIL SPEEDWAY is a professional organization and will conduct itself in its dealings with everyone, including Fans, Drivers, Team Members, Series Sponsors, Team Sponsors, Tracks and the Press. LUCAS OIL SPEEDWAY therefore expects the same from its Drivers, Team Members and Team Sponsors. LUCAS OIL SPEEDWAY and officials therefore reserve the right to take disciplinary action against anyone who brings LUCAS OIL SPEEDWAY into disrepute by their actions, either on or off the track.

In the event of any Felony conviction of a Driver, Team Member or Team Sponsor, the disciplinary action shall be a minimum one-year ban from LUCAS OIL SPEEDWAY, beginning with the date of the conviction, or, the date of the completion of any incarceration subsequent to said conviction, whichever date shall last occur.

Disciplinary action may also include, but is not limited to, the right of LUCAS OIL SPEEDWAY and officials to suspend either temporarily, or permanently, any driver, team member or team sponsor whose actions, in the sole opinion and discretion of LUCAS OIL SPEEDWAY and officials, may have resulted in,

or may result in, harm or detriment to LUCAS OIL SPEEDWAY.

LUCAS OIL SPEEDWAY and officials also reserve the Right to request the removal of any derogatory or distasteful statements on any racecar or hauler. Failure to comply with this request for removal may result in disqualification from some or all of the LUCAS OIL SPEEDWAY Races.

The decisions made, and the disciplinary actions taken, by LUCAS OIL SPEEDWAY and Officials hereunder shall not be appealed by the Driver, Team Member or Team Sponsor affected thereby.

**Unsportsmanlike Conduct:** Any driver/crew member/participant found by LUCAS OIL SPEEDWAY officials to be engaging in unsportsmanlike behavior or any inappropriate behavior that affects the orderly conduct of an event, the interests of Off-Road racing, or LUCAS OIL SPEEDWAY will receive a penalty. This includes any aggressive action toward an LUCAS OIL SPEEDWAY official and or track official by a driver/crew member/participant including arguing, yelling or raising your voice when talking to an official, touching the official in any physical way, and any social media posts, public or private statements that are offensive or detrimental to LUCAS OIL SPEEDWAY or an LUCAS OIL SPEEDWAY official. Driver/Crew Member/Participants are solely responsible for the actions of all team members at all times and in the event that a team member shows Unsportsmanlike Conduct, LUCAS OIL SPEEDWAY officials may penalize the driver/crew member/participant for the actions of the team member in addition to any penalty to the team member for his / her actions.

**Any Driver entering and competing in a Lucas Oil Speedway event acknowledges and accepts the following: LUCAS OIL SPEEDWAY and its assigns may use the Driver's names, pictures, likeness, and performances in any way, medium, or material. Including without limitations by and through, television, radio airwaves.: cable and satellite broadcasts, film productions, videotape reproductions, audio-tape reproductions, transmissions over the Internet and public and private on-line service authorized by LUCAS OIL SPEEDWAY and the like, before, during and after the event for promoting, advertising, recording or reporting in the event or any LUCAS OIL SPEEDWAY sanctioned event, and do hereby relinquish all rights there to for these purposes, provided however that the car owner and driver shall retain the exclusive use of its or his name; picture and likeness in connection with product endorsements and the sale of products, services, concessions and merchandise.**

## **SAFETY EQUIPMENT**

### **Restraint Systems**

- A.) The use of a 5, 6 or 7-point driver restraint system certified to SFI Spec 16.1 or 16.5 is REQUIRED, no exceptions. All driver restraint systems shall not be in excess of 2 years of age past the date of manufacture. The use of a 7-point driver restraint system is strongly recommended. All mounting points of the racing harness MUST be mounted properly in accordance with the manufacturer's instructions, and securely mounted to the chassis with the use of grade 5 or better hardware.

### **Window Nets**

- A.) Window Nets certified to SFI Spec 27.1 or Safety Nets certified to SFI Spec 37.1 are Strongly Recommended and must be mounted in accordance with the manufacturer's instructions and technical director's satisfaction.

### **Helmets**

- A.) A helmet certified to Snell SA2010/FIA-8860, Snell SA2015/FIA-8860, SFI 31.1/2010 or SFI 31.1/2015 is REQUIRED.

### **Driver Suits**

- A.) A driver suit certified to SFI Spec 3.2A/5 is REQUIRED.

### **Gloves**

- A.) Gloves certified to SFI Spec 3.3 are REQUIRED.

## **Shoes/Boots**

A.) Socks and Shoes certified to SFI Spec 3.3 are REQUIRED.

## **Head and Neck Restraints**

A.) Head and Neck Restraint Devices/Systems are REQUIRED

B.) At all times during an Event (practice, qualifying, and competition), drivers must connect their helmet to a head and neck restraint device/system certified to SFI Spec 38.1, and must be acceptable to LUCAS OIL SPEEDWAY. The device/system must display a valid SFI Spec 38.1 label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and must be configured, maintained and used in accordance with the manufacturer's instructions

B.) It is the responsibility of the driver, not LUCAS OIL SPEEDWAY, to ensure that his/her device/system is certified to SFI Spec 38.1, correctly installed, maintained, and properly used.

## **RaceCeivers & Radios**

1. ALL Classes must use a raceceiver to listen to race control. MANDATORY
2. RaceCeiver one-way radios are required to be used in every portion/segment of an event.
3. Race Director and Head Scorer are the only people permitted to transmit on a RaceCeiver device. Use of any other type of radio is not permitted.
4. Raceceiver must override spotter communication when race control is transmitting to driver.
5. Radios: Radios must be of two-way voice communication type only. Each race team is responsible for meeting FCC requirements.
6. Radio communication between drivers is not permitted.
7. All radio frequencies are subject to approval.
8. Spotters are allowed for all race teams. Internal Radio communication is permitted between driver and their respective Pit Crews/Spotter. Drivers may be penalized for inappropriate spotter behavior.

## **Fire Suppression System - NOT REQUIRED**

**Fire Extinguishers-** Each pit area must have a portable UL approved 5+ lb ABC-class dry chemical type or equivalent fire extinguisher. Each vehicle must also carry a portable UL approved 2.5+ lb ABC-class dry chemical type or equivalent fire extinguisher, attached to the UTV and readily available to driver and emergency personnel, (2 are recommended 1 inside vehicle and 1 outside vehicle). The mounting must be in such a way as to prevent damage or dislodging to fire extinguisher during a rollover and must be marked as to allow persons not familiar with the vehicle to easily find fire extinguisher, On board fire suppression systems are HIGHLY RECOMMENDED. in addition to the portable fire extinguisher. Fire extinguisher must have a gauge, be fully charged and be easily accessible. One (1) completely full fire extinguisher must be mounted on the roll cage, to either side of the competitor. Extinguishers should not be mounted close enough to fuel cells or potential fire hazard areas that would make it dangerous to quickly reach.

## **Technical Inspection**

A.) All vehicles subject to be inspected by LUCAS OIL SPEEDWAY Official and/or designated Technical Inspector(s) at any time. LUCAS OIL SPEEDWAY is a sanctioning body, therefore designated LUCAS OIL SPEEDWAY officials may make a technical inspection call at any track when attending sanctioned races in an official role. On a weekly basis, all technical inspection is the responsibility of the affiliated track. LUCAS OIL SPEEDWAY officials may and will act in an advisory role and may be called upon by track technical inspection officials for advice. The final judgment call for LUCAS OIL SPEEDWAY special events is made by designated LUCAS OIL SPEEDWAY officials. If a track does not have a designated official, LUCAS OIL SPEEDWAY reserves the right to assume this role by appointing an official to fulfill this duty on an as-needed basis.

B.) Approval of any race vehicle by an official shall mean that the racecar is approved for participation in the event and shall not be construed in any way to mean that the inspected vehicle is guaranteed to be mechanically sound or safe. Be it further declared that officials and/or LUCAS OIL SPEEDWAY shall not be held liable for any mechanical failure, nor for any loss, injuries or death resulting from the same.

## **Penalties**

A.) The following Penalties will be applied after normal Caution Procedures have been followed, unless special circumstances apply:

B.) Under Green Flag or Caution Flag conditions, LUCAS OIL SPEEDWAY reserves the right to invoke penalties or suspensions of any Driver whose actions are deemed to be overly aggressive, or fall into the category of "rough driving." Drivers will be notified of any penalties that have been levied by LUCAS OIL SPEEDWAY Officials and or track officials. All decisions shall be final.

*\*Note: This rule is not intended to eliminate competition or accidental contact; however, it is intended that deliberate contact and/or over-driving, will be penalized.*

C.) Any physical confrontation, either on the Racetrack or in the Pits, will result in the Aggressor or Aggressors being suspended for the next three events or payment of a \$1,500 fine PLUS the loss of points. A second offense will result in suspension for the rest of the Season.

*\*Note: Any Driver who enters another Driver's Pit area will be deemed the Aggressor. Away from the driver's Pit area, both drivers will be considered Aggressors. Drivers should be aware that they will be held responsible for any members of their Race Team, and the above Penalties will apply even if the driver concerned is not directly involved.*

D.) Any incidents that are judged to be "Deliberate Acts of Aggression", whether on or off the Track, under Green or Caution, will result in Disqualification.

E.) LUCAS OIL SPEEDWAY Officials reserve the right to increase the above Penalties, depending on the severity of the incident.

## **I) RACING CLASSES**

1. Safety equipment is required for all classes.

2. Nitrous or any other pressurization and/or injection type system will not be allowed in any class.

3. ALL SXS/UTV's must submit to a Technical Inspection, and any violation could be subject to disqualification and forfeiture of any and all race fees, and ANY/ALL points acquired during the series. SXS's may be randomly submitted to tech inspections throughout the weekend and at the end of main

events. This includes weighing the SXS with driver & safety gear included.

4. Race officials will monitor lap times throughout the season, they will have full discretion to move a driver up a class as they see fit to keep the classes fair. Any driver wanting to move down a skill level will need to make a request to the race official for them to consider the move. Additionally, any points acquired from the lower/higher skill level will be forfeited and do not transfer up/down for the series.

5. All move-ups will also be at the discretion of the MAO Racing officials. Every effort will be made to maintain drivers competing in classes with drivers of equal ability. Our goal is to keep the Amateur class for Amateurs, Expert class for Experts, and Pro class for Professional drivers. The MAO Racing officials retain the right to upgrade according to ability. This rating will be in effect for future events.

6. All Competitors with an assigned race number, must be displayed on both sides of the race machine.

Additionally, an assigned transponder (for scoring) is required. These transponders will be available for

sale/rent at each event. Additionally, Race Receivers will also be required and are available for sale at

each event, or may be purchased online prior to any event. We recommend the Rugged Radios Nitro Bee Race-Receiver.

7. IF a racing class has more than 30+ entries, and the field is split into 2 groups, then each group will be

given a chance to compete in his/her group only. If split into 2 groups each group will have its Race 1

and at the end, approximately the top 8, from each Race 1, based on finishing position, will automatically progress to Race 2. The remaining competitors that failed to make approximately the top

16 qualifiers will be allowed to run in the LCQ race to make an attempt to race into Race 2. The top 2 competitors from the LCQ will progress to the Race 2. The 2 transfers from the LCQ will start behind approximately the top 16 qualifiers in the subsequent next 2 positions respective to their finish in the LCQ. When utilizing the LCQ procedure for any class the vehicles and competitors that fail to make Race 2 positions (for example 20 starters) will not be permitted to compete in Race 2 and will be awarded finishing positions accordingly at the close of Race 2 for attempting to qualify. Starting at finishing position 21 points will be awarded accordingly as the competitors finished the LCQ. If the LCQ

procedure is employed no other qualifying procedure rules apply to that class.

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

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

1. UTV Polaris RZR 170cc, RZR 200 (180cc), ACE 150. 4-Stroke Single Cylinder, 169cc/180cc, Carbureted/EFI engine.
2. This class intended for beginners, with only safety items required.
3. Displacement: Engine modifications or transmission modifications of any kind are not permitted. Exception: Transmission/ Pinion support bracket is allowed.
4. Intake: Must remain stock, no modifications allowed. Stock air intake system required including air box with stock type air filter. Aftermarket stock type air filter element allowed.
5. Final Drive gearing, specifically the front or rear sprocket, may be changed.
6. Turbochargers and Turbo upgrades are Not permitted. Nitrous systems are not allowed.
7. All vehicles must use stock engine cases and cylinder head. All vehicles must use the same fuel delivery system as stock and designed by the OEM. Throttle body/injector or carburetor must be stock (OEM).
8. Clutching: clutching changes or components is allowed.
9. Aftermarket Exhaust systems are NOT allowed. Stock ECU required. No aftermarket ECU's allowed. No piggyback fuel tuners allowed
10. Safety nets and 5-point harnesses are required. Driver window net or wrist restraints are required.
11. Aftermarket roll cage, nerf bars, front/rear bumpers are allowed and are recommended.
12. Aftermarket wheels & tires are allowed.
13. Suspension: All A-arm mounting points must remain in the stock location and position as delivered from the manufacturer. Suspension modification is allowed to OEM shocks, including internal parts, and/or complete aftermarket shocks, that directly bolt to the OEM mounting locations. No other suspension changes allowed, including A -arms, axles, and swing arm, must remain stock. No long travel kits. Stock swingarm may be reinforced with gussets. "wheel hubs" must remain stock
14. Brakes must be stock and functional as delivered from the manufacturer, e.g., Polaris 170 (2) front calipers and (1) rear caliper.
15. Aftermarket seat is allowed for driver fitment.
16. Manufacturer plastics must not be removed, with the exception of the rear bed cover. Any other Weight removal is NOT allowed.
17. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an MAO Racing official a penalty will be imposed.
18. Safety equipment is required. (See Driver Tech Safety items for requirements)
19. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.
20. Weight Rule: Minimum of 650lbs with driver and all safety equipment.

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

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

1. UTV Polaris RZR 170cc, RZR 200, or HiSun Strike 250 Model.
2. See minimum age requirements section for further clarification.
3. Displacement: - Any modification to the OEM engine configuration – boring, replating, blueprinting cryotreating, etc. IS NOT ALLOWED, unless otherwise noted. No production-based class will have an

engine modified from its OEM engine configuration as produced by the OEM. Engines found to be manipulated in any way will be grounds for disqualification. EXC- Please see Addendum on final page

for clarification regarding 170cc-180cc upgrade.

4. Intake: Throttle body/Carburetor must remain stock, but Intake filters may be changed. Aftermarket stock type air filter element allowed.

5. Transmission: All vehicles must use the OEM transmission and internals; however, transmission casing

may be reinforced, including Transmission Pinion bracing. Aftermarket center cap is Allowed.

6. Weight removal is allowed.

7. If rear bed plastic is removed, the vertical portion of the bed plastic that extends up from the lower firewall must be maintained or must be replaced.

8. Rear firewall is mandatory.

9. Exhaust system, gearing, clutching and ECU programmers can be changed or added. Piggyback fuel

tuners are allowed.

10. Aftermarket seat is allowed for driver fitment.

11. Seat harnesses 5pt are mandatory.

12. Window nets or arm/wrist restraints are mandatory. If the driver's seat is on the left side, only the driver's side window net is required. If the vehicle is a center seat (RS1 style) then both sides must have

window nets.

13. Suspension upgrades are allowed, up to and including upgrading prior 2021 170 models to a dual a-arm

front suspension. Suspension modification is allowed to OEM shocks, including internal parts, and/or complete aftermarket shocks, that directly bolt to the OEM mounting locations.

14. Turbochargers and turbo upgrades are not allowed.

15. Nitrous systems are not allowed.

16. Aftermarket roll cage, nerf bars, front/rear bumpers are highly recommended.

17. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection

area without being cleared by an MAO Racing official a penalty will be imposed.

18. Safety equipment is required. (See Driver Tech Safety items for requirements)

19. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

20. Weight Rule: POLARIS 170's: 650lbs w/Driver and all safety equipment.

HiSun 250's: 750lbs w/Driver and all safety equipment.

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

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

1. UTV Polaris RZR 170cc, RZR 200, or HiSun Strike 250 Model.

2. See minimum age requirements section for further clarification.

3. Displacement: - Any modification to the OEM engine configuration – boring, replating, blueprinting cryotreating, etc. IS NOT ALLOWED, unless otherwise noted. No production-based class will have an engine modified from its OEM engine configuration as produced by the OEM. Engines found to be manipulated in any way will be grounds for disqualification. EXC- Please see Addendum on final page

for clarification regarding 170cc-180cc upgrade.

4. Intake: Throttle body/Carburetor must remain stock, but Intake filters may be changed. Aftermarket stock type air filter element allowed.

5. Transmission: All vehicles must use the OEM transmission and internals; however, transmission casing

may be reinforced, including Transmission Pinion bracing. Aftermarket center cap is Allowed.

6. Weight removal is allowed.

7. If rear bed plastic is removed, the vertical portion of the bed plastic that extends up from the lower firewall must be maintained or must be replaced.

8. Rear firewall is mandatory.

9. Exhaust system, gearing, clutching and ECU programmers can be changed or added. Piggyback fuel

tuners are allowed.

10. Aftermarket seat is allowed for driver fitment.
11. Seat harnesses 5pt are mandatory.
12. Window nets or arm/wrist restraints are mandatory. If the driver's seat is on the left side, only the driver's side window net is required. If the vehicle is a center seat (RS1 style) then both sides must have window nets.
13. Suspension upgrades are allowed, up to and including upgrading prior 2021 170 models to a dual a-arm front suspension. Suspension modification is allowed to OEM shocks, including internal parts, and/or complete aftermarket shocks, that directly bolt to the OEM mounting locations.
14. Turbochargers and turbo upgrades are not allowed.
15. Nitrous systems are not allowed.
16. Aftermarket roll cage, nerf bars, front/rear bumpers are highly recommended.
17. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an MAO Racing official a penalty will be imposed.
18. Safety equipment is required. (See Driver Tech Safety items for requirements)
19. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.
20. Weight Rule: POLARIS 170's: 650lbs w/Driver and all safety equipment.  
HiSun 250's: 750lbs w/Driver and all safety equipment.

#### **YOUTH 250 MODIFIED (Novice – Expert level Driver)**

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

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

800cc & Under (YOUTH 800 N/A) (UTV equipped with up to an 800cc or less)

This class is for ages 12 and older competitors only.

1. Displacement: Maximum of up to 800cc.
2. Vehicle eligibility: Any sport UTV up to 800cc is allowed. I.e.: UTV Polaris 570cc/800cc
3. Engine modifications are permitted, but stock center cases, cylinder, and cylinder head must be oem. Big-Bore kits are allowed for 570cc engines.
4. Stock clutches required. Aftermarket clutch kits, weights, springs, and helixes are allowed. Aftermarket clutches are NOT allowed.
5. Suspension components can be changed, but mounting points cannot be changed.
6. Superchargers/turbochargers or nitrous systems are NOT permitted.
7. Aftermarket skid plates, seats, exhaust, suspension, and wheels are all allowed.
8. Aftermarket roll cage, nerf bars, front/rear bumpers are allowed and are recommended.
9. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the

track/inspection area without being cleared by an MAO Racing official a penalty will be imposed.

10. Safety equipment required.

11. Maximum width 66"

12. Weight Rule: minimum of 1,100 lbs. with driver and all safety equipment.

13. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

#### **YOUTH 1K N/A (UTV 1000cc Model)**

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

- In order to drive in this class at an age less than 13 years old, you must have raced an SXS/UTV for at least 2 years and/or be approved by a race director. Riders in this age category must also present their birth certificate and have a parent or guardian present (with photo ID). All riders under the age of 13 in this group **MUST** submit a resume to the MAO Racing Director before being allowed to compete, unless otherwise grandfathered in. This will allow us to help place riders in the class that is most appropriate for them. Resumes do not need to be fancy, just a description of the youth drivers experience and any race results. We are interested in the longterm success of every driver and need to ensure that any minor that intends to participate is prepared for the rigors of racing the 1000cc classes.

1. Displacement: Maximum 1000cc.

2. Engine modifications are NOT permitted.

3. All vehicles must use stock engine cases, cylinder, and cylinder head. This includes head, valves, cam, piston, crank, and throttle body/carburetor. MAO Racing reserves the right to mark engine blocks prior to any event. Engine displacement may be checked by an MAO Racing UTV tech inspector at any time.

4. Superchargers/turbochargers or nitrous systems are NOT permitted.

5. ECU flash is permitted along with any aftermarket exhaust.

6. Suspension: All A-arm mounting points must remain in the stock location and position as delivered from the manufacturer, however they may be reinforced for strength. Suspension modification is allowed to OEM shocks, including internal parts, and/or complete aftermarket shocks, that directly bolt to the OEM mounting locations are allowed.

7. Clutching: Stock clutches required. Aftermarket clutch kits, weights, springs, and helixes are allowed. Aftermarket clutches are NOT allowed.

8. Max width 70"

9. You can replace wheels and tires with any alternative.

10. Aftermarket roll cage, nerf bars, front/rear bumpers are allowed and are recommended.

11. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an MAO Racing official a penalty will be imposed. 12. Safety equipment required. (See Driver Tech Safety items for requirements)

13. Weight Rule: minimum of 1,650lbs with driver and all safety equipment.

14. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

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

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

1. Displacement: Maximum 1000cc.

2. Vehicle eligibility: Any sport UTV up to 1000cc naturally aspirated model is allowed.

3. Engine modifications are permitted, but stock center cases, cylinder and head must remain stock. No BIG

BORE Cylinders. MAO Racing reserves the right to mark engine blocks prior to any event. Engine displacement may be checked by an MAO Racing UTV tech inspector at any time.

4. ECU flash is permitted along with any aftermarket exhaust.

5. Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm

mounting locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.

6. Clutching: Any aftermarket clutching or components is allowed.

7. Superchargers/turbochargers or nitrous systems are NOT permitted.

8. Door panels must be fastened and provide full coverage (no half doors).

9. Aftermarket cages are allowed and recommended.



10. Safety equipment required. (See Driver Tech Safety items for requirements)
11. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an MAO Racing official a penalty will be imposed.
12. Weight Rule: Minimum weight of 1650lbs. with driver & safety gear included.
13. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

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

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

1. Displacement: Maximum 1000cc Turbo.
2. Vehicle eligibility: any sport UTV up to 1000cc Turbo is allowed.
3. Engine modifications are permitted, but stock center cases, cylinder and head must remain stock. No BIG BORE Cylinders. MAO Racing reserves the right to mark engine blocks prior to any event. Engine displacement may be checked by an MAO Racing UTV tech inspector at any time.
4. ECU flash is permitted along with any aftermarket exhaust.
5. Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm mounting locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.
6. Clutching: Any aftermarket clutching or components is allowed.
7. Superchargers or nitrous systems are NOT permitted.
8. Door panels must be fastened and provide full coverage (no half doors).
9. Aftermarket cages are allowed and recommended.
10. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an MAO Racing official a penalty will be imposed.
11. Safety equipment required. (See Driver Tech Safety items for requirements)
12. Weight Rule: minimum weight of 1750lbs. with driver & safety gear included.
13. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

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

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

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

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

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

1. Displacement: Maximum 1000cc Turbo.
2. Vehicle eligibility: any sport UTV up to 1000cc Turbo is allowed.
3. Engine modifications are permitted, but stock center cases, cylinder and head must remain stock.  
No BIG BORE

Cylinders. MAO Racing reserves the right to mark engine blocks prior to any event. Engine displacement may be checked by an MAO Racing UTV tech inspector at any time.

4. ECU flash is permitted along with any aftermarket exhaust.
5. Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm mounting locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.
6. Clutching: Any aftermarket clutching or components is allowed.
7. Superchargers or nitrous systems are NOT permitted.
8. Door panels must be fastened and provide full coverage (no half doors).
9. Aftermarket cages are allowed and recommended.
10. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an MAO Racing official a penalty will be imposed.
11. Safety equipment required. (See Driver Tech Safety items for requirements)
12. Weight Rule: minimum weight of 1750lbs. with driver & safety gear included.
13. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

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

This class is specifically for Women only, ages 13 and up.

1. Displacement: Maximum 1000cc.
2. Vehicle eligibility: Any sport UTV up to 1000cc naturally aspirated model is allowed.
3. Engine modifications are permitted, but stock center cases, cylinder and head must remain stock.  
No BIG BORE

Cylinders. MAO Racing reserves the right to mark engine blocks prior to any event. Engine displacement may be checked by an MAO Racing UTV tech inspector at any time.

4. ECU flash is permitted along with any aftermarket exhaust.
5. Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm mounting locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.
6. Clutching: Any aftermarket clutching or components is allowed.
7. Superchargers/turbochargers or nitrous systems are NOT permitted.
8. Door panels must be fastened and provide full coverage (no half doors).
9. Aftermarket cages are allowed and recommended.
10. Safety equipment required. (See Driver Tech Safety items for requirements)
11. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an MAO Racing official a penalty will be imposed.
12. Weight Rule: Minimum weight of 1650lbs. with driver & safety gear included.
13. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

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

This class is specifically for Women only, ages 13 and up.

1. Displacement: Maximum 1000cc Turbo.
2. Vehicle eligibility: any sport UTV up to 1000cc Turbo is allowed.
3. Engine modifications are permitted, but stock center cases, cylinder and head must remain stock.  
No BIG BORE

Cylinders. MAO Racing reserves the right to mark engine blocks prior to any event. Engine

displacement may be

checked by an MAO Racing UTV tech inspector at any time.

4. ECU flash is permitted along with any aftermarket exhaust.

5. Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm mounting

locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.

6. Clutching: Any aftermarket clutching or components is allowed.

7. Superchargers or nitrous systems are NOT permitted.

8. Door panels must be fastened and provide full coverage (no half doors).

9. Aftermarket cages are allowed and recommended.

10. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without

being cleared by an MAO Racing official a penalty will be imposed.

11. Safety equipment required. (See Driver Tech Safety items for requirements)

12. Weight Rule: minimum weight of 1750lbs. with driver & safety gear included.

13. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

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

This class is for 40+ year old Amateur/Expert level drivers only.

1. Displacement: Maximum 1000cc.

2. Vehicle eligibility: Any sport UTV up to 1000cc naturally aspirated model is allowed.

3. Engine modifications are permitted, but stock center cases, cylinder and head must remain stock.

No BIG BORE

Cylinders. MAO Racing reserves the right to mark engine blocks prior to any event. Engine displacement may be

checked by an MAO Racing UTV tech inspector at any time.

4. ECU flash is permitted along with any aftermarket exhaust.

5. Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm mounting

locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.

6. Clutching: Any aftermarket clutching or components is allowed.

7. Superchargers/turbochargers or nitrous systems are NOT permitted.

8. Door panels must be fastened and provide full coverage (no half doors).

9. Aftermarket cages are allowed and recommended.

10. Safety equipment required. (See Driver Tech Safety items for requirements)

11. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without

being cleared by an MAO Racing official a penalty will be imposed.

12. Weight Rule: Minimum weight of 1650lbs. with driver & safety gear included.

13. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

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

This class is for 40+ year old Amateur/Expert level drivers only.

1. Displacement: Maximum 1000cc Turbo.

2. Vehicle eligibility: any sport UTV up to 1000cc Turbo is allowed.

3. Engine modifications are permitted, but stock center cases, cylinder and head must remain stock.

No BIG BORE

Cylinders. MAO Racing reserves the right to mark engine blocks prior to any event. Engine displacement may be

checked by an MAO Racing UTV tech inspector at any time.

4. ECU flash is permitted along with any aftermarket exhaust.

5. Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm mounting

locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.

6. Clutching: Any aftermarket clutching or components is allowed.

7. Superchargers or nitrous systems are NOT permitted.
8. Door panels must be fastened and provide full coverage (no half doors).
9. Aftermarket cages are allowed and recommended.
10. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an MAO Racing official a penalty will be imposed.
11. Safety equipment required. (See Driver Tech Safety items for requirements)
12. Weight Rule: minimum weight of 1750lbs. with driver & safety gear included.
13. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

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

This class is for Professional level drivers only. Once a driver enters into the Pro class there is no option to move back

down to any Amateur classes unless: 1). The driver has not raced in over 2 years 2). The driver has written permission from the race director to move down. All Pro racers will be reviewed by race director to determine eligibility for Pro Class.

• In order to drive in this class at an age less than 18 years old, you must have raced an SXS/UTV for at least 2 years

and/or be approved by a race director. Riders in this age category must also have a parent or guardian present

(with photo ID). All riders under the age of 18 in this group MUST submit a resume to the MAO Racing Director

before being allowed to compete, unless otherwise grandfathered in. This will allow us to help place riders in the

class that is most appropriate for them. Resumes do not need to be fancy, just a description of the youth drivers

experience and any race results. We are interested in the long-term success of every driver and need to ensure

that any minor that intends to participate is prepared for the rigors of racing the 1000cc PRO classes.

1. Displacement: Maximum 1000cc

2. Vehicle eligibility: Any sport UTV up to 1000cc naturally aspirated is allowed.

3. Drivers entered in a PRO class CANNOT enter in any other under class for the remainder of that event/weekend.

4. N/A 1000cc UTV Production Model is allowed to compete in the PRO Turbo class, however, a Turbo

Production Model is not allowed in the PRO N/A class.

5. All vehicles must use OE Manufacture engine cases and cylinder head. No BIG BORE Cylinders. MAO

Racing reserves the right to mark engine blocks prior to any event. Engine displacement may be checked

by an MAO Racing UTV tech inspector at any time.

6. The stock gear box cases must be used, the internals in the gear box may be modified or changed.

7. Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm

mounting locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.

8. Clutching: Any aftermarket clutching or components is allowed.

9. Superchargers and/or turbochargers or nitrous systems are NOT permitted.

10. Door panels must be fastened and provide full coverage (no half doors).

11. Aftermarket cages are required for the Pro Classes.

12. Safety equipment required. (See Driver Tech Safety items for requirements)

13. Top 3 finishers must submit to Tech Inspection at each round, which will include a mandatory bore &

stroke measurement and weight. If a vehicle leaves the track/inspection area without being cleared by an MAO Racing official a penalty will be imposed.

14. Weight Rule: minimum weight of 1650lbs. with driver & safety gear included.

15. Weight may be adjusted at the discretion of officials throughout the season in the interest of

competition.

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

This class is for Professional level drivers only. Once a driver enters into the Pro class there is no option to move back

down to any Amateur classes unless: 1. The driver has not raced in over 2 years 2. The driver has written permission from

the race director to move down. All Pro racers will be reviewed by race director to determine eligibility for Pro Class.

- In order to drive in this class at an age less than 18 years old, you must have raced an SXS/UTV for at least 2 years

and/or be approved by a race director. Riders in this age category must also have a parent or guardian present

(with photo ID). All riders under the age of 18 in this group **MUST** submit a resume to the MAO Racing Director

before being allowed to compete, unless otherwise grandfathered in. This will allow us to help place riders in the

class that is most appropriate for them. Resumes do not need to be fancy, just a description of the youth drivers

experience and any race results. We are interested in the long-term success of every driver and need to ensure

that any minor that intends to participate is prepared for the rigors of racing the 1000cc PRO classes.

1. Displacement: Maximum 1000cc

2. Vehicle eligibility: Any sport UTV up to 1000cc Turbo is allowed.

3. Drivers entered in a PRO class **CANNOT** enter in any other under class for the remainder of that event/weekend.

4. N/A 1000cc UTV Production Model is allowed to compete in the PRO Turbo class, however, a Turbo

Production Model is not allowed in the PRO N/A class.

5. All vehicles must use OE Manufacture engine cases and cylinder head. No BIG BORE Cylinders. MAO

Racing reserves the right to mark engine blocks prior to any event. Engine displacement may be checked

by an MAO Racing UTV tech inspector at any time.

6. The stock gear box cases must be used, the internals in the gear box may be modified or changed.

7. Blow off valves are allowed.

8. Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm

mounting locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.

9. Clutching: Any aftermarket clutching or components is allowed.

10. Superchargers and/or nitrous systems are **NOT** permitted.

11. Door panels must be fastened and provide full coverage (no half doors).

12. Aftermarket cages are required for the Pro classes.

13. Safety equipment required. (See Driver Tech Safety items for requirements)

16. Top 3 finishers must submit to Tech Inspection at each round, which will include a mandatory bore &

stroke measurement and weight. If a vehicle leaves the track/inspection area without being cleared by an MAO Racing official a penalty will be imposed.

14. Weight Rule: minimum weight of 1750lbs. with driver & safety gear included.

15. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

### **INSPECTIONS**

All vehicles, parts, components, and equipment are subject to inspection by MAO Racing officials at any time and in any

manner. Decisions made in regard to the time or manner of inspection are final, non-appealable, and non-reviewable.

Inspection Area – Only those persons permitted by MAO Racing officials are allowed in the inspection area.

1. Technical Inspection area will be always restricted to a maximum of 2 crew members in the area. Tech Director may allow additional team members to assist for advanced tear down in special circumstances.
2. Staging area will be restricted to the driver and 1 crew member at all times. Once vehicles have cleared pre-tech no modifications / adjustments are allowed for any reason while in staging or on the way to staging after leaving the tech area.
3. Competitor Obligations – A participant must take whatever steps requested by MAO Racing officials, including tear down of the vehicle to facilitate inspection. This may include but is not limited to installing inspection holes, inspection ports, and any other means of inspection deemed necessary. Any inspection that requires tear down or dismantling of any assembly to inspect components is the sole financial responsibility of the competitor and or team. MAO Racing is not in any way financially responsible for any tear down or disassembly or reassembly of components to ensure rules compliance. In passing a vehicle through technical inspection, MAO Racing does not warrant that vehicle's adherence to all rules. The participant is responsible for ensuring his/her vehicle is in compliance with all MAO Racing rules at every event.
4. Pre-Practice/Race Inspection – All vehicles must pass a technical inspection before entering the race track, including for practice.
5. If a vehicle does not pass this inspection, it will not be allowed to compete unless, in the opinion of the MAO Racing official, the deficiency: will not adversely affect the race, cannot be corrected in time for qualifying for the race or it is insubstantial and does not warrant disqualification from the race.
6. If technical inspection is passed but a deficiency is noted on the inspection sheet, it must be corrected by the date and time specified or a penalty may be imposed.
7. All helmets and driver gear to be used during the weekend must be presented for pre-race inspection with vehicle. All gear must be clean.
8. Post-Qualifying/Race Inspection – All vehicles must either be inspected or released from inspection by an MAO Racing official prior to the conclusion of each racing session. If a vehicle leaves the inspection area without being cleared by an MAO Racing official a penalty may be imposed. No one including team members or drivers are permitted to "tamper" with the vehicle in any way in preparation for post technical inspection.
9. Technical Penalties - Penalties imposed for technical infractions are final, non-appealable, and non-reviewable. Penalties may include position change and/or disqualification from one/multiple events.
10. Equipment/Parts Failing Inspection – MAO Racing can confiscate any illegal parts and/or equipment found during any inspection. Any items confiscated will not be returned and no compensation will be made for these.
11. Sealing/Impounding – MAO Racing has the right to seal or impound race vehicles or parts for inspection purposes. MAO Racing assumes no responsibility for those parts or vehicles.
12. The top finishers from each class will be impounded following their respective main event in a designated area for 30 minutes. Cars racing multiple classes will be sealed, marked, tagged etc. at the discretion of MAO technical staff, and impounded after their final event regardless of finish or condition provided their finish in a given class warrants

impounding.