



2022 MAO Racing SXS Championship Series Rules

The following rules and regulations are solely applicable to the MAO Racing SXS Championship Series events. This Rulebook is intended as a guide for the conduct of the MAO Racing Series, and is in no way a guarantee against injury or death to participants, spectators, or employees. Please direct any questions to MAO Racing.

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

Production UTVs only. Production UTV definition: Production UTVs are vehicles manufactured by registered companies, i.e.; Polaris, Can-Am, Artic Cat, Yamaha, etc. that issues Vin #'s. All stock chassis control arm/trailing arm mounting points must remain in the stock/OEM location and the stock center cases must remain for the engine.

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

Amendment – MAO Racing rules may be amended or changed at any time. The amendment/change is also effective upon the date of publication.

1. **Interpretation and Application** – If there is a disagreement regarding the meaning or application of the MAO Racing rules, the interpretation and application by the MAO Racing officials at the event shall prevail. This decision is final and non-appealable.
2. **Finality of Interpretation and Application** – All participants, including but not necessarily limited to competitors, team owners, sponsors and officials, expressly agree that determinations by MAO Racing officials as to the application and interpretation of the rules are non-litigable, and covenant that they will not initiate or maintain litigation of any kind against MAO Racing or anyone acting on its behalf with respect to such determinations. In the event that a participant violates this covenant and initiates litigation, it is agreed that the participant will reimburse MAO Racing for all litigation costs and that the right to a trial by jury will be waived. MAO Racing reserves the right to take any other action hereunder, including suspension, termination, or loss of any/all series points earned for violation of this covenant not to sue.

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

4. **Telecast and Other Rights** – Each participant, by entering an MAO Racing event, acknowledges that MAO Racing, and licensees and assigns, exclusively and in perpetuity own any and all rights to broadcast, transmit, film, tape, capture, overhear, photograph, collect, or record by any means, process, medium or device whether or not currently in existence, all images, sounds, and data arising from or during any MAO Racing event or the participant's performance in the event, and that, except for works created pursuant to the fair use doctrine or the MAO Racing Media Access Policy, MAO Racing is and shall be the sole owner of any and all copyrights, intellectual property rights, and proprietary rights worldwide in and to these works and in to any other works, copyrightable or otherwise, created from the images, sounds, and data arising from or during any MAO Racing event or the participant's performance in the event. Each participant agrees to take all steps reasonably necessary and all steps requested by MAO Racing, to protect, perfect or effectuate MAO Racing ownership or interest in these rights. Each participant agrees not to take any action, nor cause others to take any action, nor enter into any third-party agreement that would contravene, diminish, encroach, or infringe upon these MAO Racing rights.
5. **Substance Abuse** – No MAO Racing participant (driver or crew member) may use or be under the influence of alcohol, drugs or any other controlled substance while competing. The Series reserves the right to require drug testing in order to assist its enforcement of the Series' no alcohol and no drugs policy. Decision on drug testing and disciplinary action (which may include but is not limited to immediate ejection from an event, a fine, suspension, and/or a denial of further entry to any MAO Racing events) is at the sole discretion of the MAO Racing officials.

A) REGISTRATION

1. **Entry Requirements** – In order to compete in a MAO Racing event, a participant must complete and submit an official entry online for each event by the deadline specified. Pre-Registration is highly recommended for all classes. Online Registration will be at www.MidAmericaOutdoors.com: click on Racing tab, and then select the pre-register link. Registration will also be open at race location prior to the start of the drivers meeting. ALL Drivers must sign the online racing waiver, acknowledgement of rules, and complete W9 prior to any activity at each event. **A Transponder and Race-Receiver will be required.** MyLaps transponders will be available for sale or rent at racer registration. **ALL RENTED** transponders must be returned at the end of each main event. Failure to return a rented transponder will result in the full purchase amount due. If you have a MyLaps Transponder from another series, please let registration know, and if possible, that transponder can be ported over and used for our scoring at no-charge. Race Receivers will also be available for sale at each event, or may be purchased online prior to any event. We recommend the Rugged Radios Nitro Bee Race-Receiver.
2. **Entry Approval** – Acceptance of any entry is at the discretion of MAO Racing. A participant is not eligible to compete until registration is received and approved by MAO Racing regardless of fees submitted.
Late Entries – In the event an entry is submitted after the specified deadline, MAO Racing may accept the late entry with a late registration fee.
Refund Policy – All refunds must be requested through MAO Racing director within 7 days of the scheduled event. Once a vehicle enters the race course, whether in practice or competition, a refund can no longer be issued.
3. Gate fee is separate from race entry and will be determined and collected by MidAmerica Outdoors. Wrist bands from the Main Gate must be worn at all times. Failure to have wristband will delay any Tech Inspection or entry to the Track.

4. Race entry fees are as follows:

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| a. All PRO TURBO and PRO N/A | \$225.00 per class |
| b. Expert Turbo & Expert N/A | \$150.00 per class |
| c. Amateur Turbo & Amateur N/A (Youth 800/1k) | \$100.00 per class |
| d. All other classes (Vet+40, Women's) | \$75.00 per class |
| e. ALL 170s | \$50.00 per class |

5. There will be no additional charge for practice on Fridays.

6. **Vehicle Eligibility** – Only vehicles, parts, components, and equipment determined by MAO Racing officials to meet the specifications set forth in the stated rules are eligible to compete in an MAO Racing event. Determinations can be made at any time before, during, or after an event.
 - a. All new models/brands are subject to series pre-approval process which may include (but is not limited to) inspection, track time and data collection before being deemed legal for competition. To be considered for approval to run for the series championship during the 2022 season, all new models must be available and on dealership floors at least 30 days before the first event. Models that don't meet this requirement may be approved to run on a probationary status but will not be allowed to run for the season championship in its class.
 - b. All Machines are subject to be examined and tested by officials at any time prior to, during, or after the event and may be disqualified if found to be in violation.
 - c. Full roll cage is required. Aftermarket cage is mandatory for PRO classes. Factory roll cage is ok in other classes, although upgraded cage is highly recommended.
 - d. Doors/door panels are mandatory, no half doors on side of car where driver or passenger is present. RS1 must have full doors both sides.
 - e. **Roof required on all vehicles in every class.**
 - f. **Stock front fascia, front fenders, and rear fenders are required in all classes**
 - i. **EFFECTIVE 7/5/22 this rule is temporarily suspended due to supply chain issues.**
 - g. Fire extinguishers or fire suppression systems are mandatory.
 - h. Four-point harnesses are mandatory for any driver and passenger seat, if applicable. Five-point harness with sub strap is highly recommended.
 - i. Window nets are required on driver side. They are also required on passenger side if there is a passenger in the car. Arm restraints may be used in place of window nets.
 - j. RS1s must have nets on both sides. Arm restraints may be used in place of window nets.
 - k. Clearly visible numbers on both sides of vehicle are mandatory. If numbers cannot clearly be read by scoring officials, you may not be scored for that race.
 - l. Rear chase light is highly recommended.
 - m. Key and/or On/Off switch, clearly labeled, that shuts off the engine is required.
 - n. Rear view mirrors will be permitted.
 - o. GYTR, HRC/HPD, KHI or any other original equipment (OE) performance parts are allowed unless otherwise specifically not allowed for in this rulebook.

7. **Numbers** – All number plates must be easily visible with no obstructions by bodywork or chassis. Recommended but not required: MAO Racing recommends a White background with contrasting Black numbers or a Black background with White numbers. Numbers must be located in the following positions:
 - a. Sides of vehicle: One number on each side of the vehicle, on a number plate mounted high and close to the back of the roof, and parallel with the front to rear tire line. Minimum number plate size: 10 inches high by 14 inches long. Minimum number size: 8 inches tall.
 - b. Roof of vehicle: Minimum number plate size: 10 inches high by 14 inches long. Minimum number size: 8 inches tall.

B) FORMAT: UTV/SXS racing will follow a 2-race format (heat & main)

All classes will run a 2-race format, with a heat and a main, with a set number of laps, with finishing position in heat 1 determining your starting position in the main event. Number of Laps will be pre-determined at each event based on the overall length of the track layout. The combined overall points from the heat and main finish will determine the overall score. The overall score will count toward your year end point standings. Both races (heat & main) are assigned points, and it's the overall combined score from BOTH races, that determines overall score.

1. All drivers who take the checkered flag UNDER POWER (no pushing across) will receive a score, regardless of the number of laps they have completed. Driver's which complete over 50% of the required number of laps per race but are unable to take the checkered flag UNDER POWER will also receive a finish position.
2. Drivers must compete in their designated or assigned skill level and may not "ride down" at any MAO Racing events i.e., riders that compete at the "pro" or "expert" level in any other series or events must compete at the "pro" or "expert" level at any MAO Racing event. This applies to any MAO Racing series and non-series events. Drivers determined to be competing out of class will be removed from the race results for that event and prohibited from competing further in such class, and the class rescored. In addition, the rider will forfeit all prior championship points earned in the current year during their ineligibility for the class. Objections to class eligibility must be supported by data and will be accepted up to 48 hours after results are posted.
3. The 3 class designations are:
 - a. **AMATEUR: Beginner/Novice level**
 - b. **EXPERT: Advanced/Intermediate level**
 - c. **PRO: Professional level**
4. There are several flags/and or lights throughout the race course.
 - a. **Green** - The start of the race.
 - b. **Yellow** - Caution flag to signify a disabled racer or obstruction on the course. SLOW YOUR SPEED IMMEDIATELY. Drivers passing, jumping, racing through a yellow flag zone or otherwise ignoring a displayed yellow caution flag will be penalized at the discretion of the Race Officials. Penalties may include loss of position, loss of laps, disqualification, etc.
 - c. **Red** - Stops the race if there is a problem on the track.
 - d. **Blue** - Shown to lapped riders to warn them to move over as they are being overtaken by the leaders.
 - e. **White** - The white flag signifies one lap to go.
 - f. **Checkered** - The race is over.
 - g. **Black** - The black flag is driver specific and if waived signifies to the driver to exit the track immediately. The driver may have something wrong with the vehicle, or a penalty.

C) TIMING AND SCORING

1. **Official Scoring** – All decisions of the designated MAO Racing official scorer for an event are final unless a recheck has been requested by a driver or a MAO Racing official. All teams are required to purchase or rent remote timing transponders. Transponders can only be purchased/rented through MAO Racing or eScore/Mylaps and numbers must be recorded with MAO Racing officials.
2. Drivers are responsible for the charging and installation of all transponders. Any entry without a properly charged, properly installed, functioning transponder may not be scored and may be subject to further penalty.
3. Transponders must be mounted as specified. See class rules for required locations.
4. **ALL RENTED Transponders** must be returned at the end of each main event. Failure to return a rented transponder will result in a charge of \$100 or up to the full purchase amount due.
5. **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.

D) SAFETY

Responsibility – Off road racing is a dangerous sport. Each participant assumes the risk of bodily injury, death, or property damage when he/she participates in an event. Although safety is a concern, MAO Racing cannot be held responsible for the safety of participants.

1. MAO Racing considers safety a top priority and works with competitors, track owners, manufacturers, and outside experts to exchange useful information regarding safety designs, products, practices, and procedures and to publish and amend rules to reflect the latest safety practices as needed. MAO Racing is not and does not claim to be an expert in safety standards, designs, practices, or procedures, nor is MAO Racing a standards organization or a designer, manufacturer, facility, or vehicle design.
2. All officials and participants are obligated to inspect the racing facilities, safety personnel, equipment, and conditions at the track on a continuing basis throughout the event. Any inadequacy should be reported to senior MAO Racing official immediately.
3. Participants are solely responsible for their own safety when performing duties as a driver, owner, or crew member and should carry out these duties in a way that ensures minimum amount of risk or injury to themselves and others. MAO Racing does not provide medical insurance for its competitors, and we strongly urge you to not compete without it. Medical Insurance is the sole responsibility of the Competitor and Passenger.
4. Neither MAO Racing, nor the track owner will be responsible for the adequacy of a participant's race vehicle, equipment, or racing activity.
 - a. **Injury Reports** – Any participant involved in an accident while on the racing premises must report to a MAO Racing official before leaving the premises if able to do so, or as soon as the participant is physically able.
5. **Incident Weather** - events may be conducted regardless of weather conditions.
 - a. In the event of excessive rain or other unfavorable conditions, it may be necessary for the Race Director to alter the order of the event schedule, including, but not limited to: adjusting the length of races or practices, and/or delaying or stopping the program completely.
 - b. Should a delay occur the Race Director will make every effort to resume the schedule in a timely fashion if conditions allow.
6. **Driver's Meeting:** All Drivers must attend the mandatory drivers meeting at posted scheduled times at racer registration/staging area. Failure to attend will mean loss of staging position. If driver is unable to attend: It is the responsibility of the driver/racer they may send a member of their pit crew to stand in for them.

E) MINIMUM AGE REQUIREMENT

1. Competitors (drivers and passengers) must be at least 18 years of age at the time of the event. Competitors 17 and under are only allowed if parent or guardian is present at the event to sign liability waiver. Riders in this age category may be required to present their birth certificate and have a parent or guardian present (with photo ID).
2. All drivers are responsible for their actions as well as their entire pit crew.
3. Racing age is **your age on the first day of January 2022**. Youth racers must race your age at the beginning of the 1st round of the Series. For example, a Youth racer is 8 years old on January 1, July 18th is their birthday and they will be turning 9, they must race as an 8-year-old for the entire calendar year. However, a youth driver may voluntarily advance to a higher age division if he/she is eligible to do so, but once a youth rider advances to the higher age division, he/she may not return to the younger age division.
 - a. 170 classes are for ages 6-12, and may be required to present birth certificates. Further age brackets within this are defined per individual 170 classes below.
 - b. 800cc & under class (YOUTH 800 N/A) ages can be 12 years or older.
 - c. YOUTH 1k N/A (1000cc) ages 13 to 17 years old.
 - d. Women's N/A class ages can be 13 years or older.
 - e. Amateur/Expert 1000cc class is for ages 18 and older.
4. In order to drive in a class other than one above 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 present their birth certificate and 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 don't 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 classes.
5. Pro Class competitors must be at least 18 years of age the time of the event. In order to compete in the PRO 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.
6. A Vet-class driver 40+ and older may compete in a class lower than his normal age group class. Example: A Vet class driver may race in an Amateur/Expert class that is determined by engine size. However, Pro level drivers are not eligible to compete in the Vet 40+ class, unless they have not participated in any form of racing for a minimum of 2 years.
7. Drivers may be removed from competition, qualifying or testing any time at the sole discretion of a MAO Racing official.

F) RACING CLASSES

1. Production UTVs only. Production UTV definition: Production UTVs are vehicles manufactured by registered companies, i.e., Polaris, Can-Am, Artic Cat, Yamaha, HiSun, or other that issues Vin #'s. Other manufacturers, such as Trailmaster, Vitacci or Cazador are eligible, with prior MAO Racing approval, and must meet all requirements, including Tech Inspection.
2. Safety equipment is required for all classes.
3. Nitrous or any other pressurization and/or injection type system will not be allowed in any class.
4. 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.
5. 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.
6. 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 their ability. This rating will be in effect for future events.
7. 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.
8. **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. No competitor will be permitted to race outside of his/her designated heat race for any reason. If split into 2 groups each group will have its heat race and at the end, approximately the top 8, from each Heat Race, based on finishing position, will automatically progress to the main event race. 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 the main event. The top 2 competitors from the LCQ will progress to the main event. 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 the main event positions (for example 20 starters) will not be permitted to race the main event and will be awarded finishing positions accordingly at the close of the main event 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 Racer)

This class is for ages 6- to 12-year-old 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:** 170cc (2022 Polaris RZR200 Maximum 180cc.)
4. Engine modifications or transmission modifications of any kind are not permitted.
5. **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.
6. Final Drive gearing, specifically the front or rear sprocket, may be changed.
7. Turbochargers and Turbo upgrades are Not permitted. Nitrous systems are not allowed.
8. 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).**
9. **Clutching:** clutching changes or components is allowed.
10. **Aftermarket Exhaust systems are NOT allowed. Stock ECU required. No aftermarket ECU's allowed. No piggyback fuel tuners allowed**
11. Safety nets and 4/5-point harnesses are required. Driver window net or wrist restraints are required.
12. Aftermarket roll cage, nerf bars, front/rear bumpers are allowed and are recommended.
13. Aftermarket wheels & tires are allowed.
14. **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.**
15. **Brakes must be stock and functional as delivered from the manufacturer, e.g. Polaris 170 (2) front calipers and (1) rear caliper.**
16. Aftermarket seat is allowed for driver fitment.
17. Manufacturer plastics must not be removed, with the exception of the rear bed cover. Any other Weight removal is NOT allowed.
18. 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.
19. Safety equipment is required. (See Driver Tech Safety items for requirements)
20. **Weight Rule: Minimum of 650lbs with driver and all safety equipment.**
21. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

YOUTH Production LIMITED (6y/o – 8y/o) (Novice – Expert)

This class is for ages 6 to 8-year-old 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:** 170cc - 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.
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 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 (4pt/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 Rule: POLARIS 170's: 650lbs w/Driver and all safety equipment.**
HiSun 250's: 700lbs w/Driver and all safety equipment.
20. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

YOUTH Production LIMITED (9y/o – 12y/o) (Novice – Expert)

This class is for ages 9 to 12-year-old 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:** 170cc - 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.
21. **Intake:** Throttle body/Carburetor must remain stock, but Intake filters may be changed. Aftermarket stock type air filter element allowed.
4. **Transmission:** All vehicles must use the OEM transmission and internals; however, transmission casing may be reinforced, including Pinion bracing. Aftermarket center cap is Allowed.
5. Weight removal is allowed.
6. If rear bed plastic is removed, the vertical portion of the bed plastic that extends up from the lower firewall must be maintained or must be replaced.
7. Rear firewall is mandatory.
8. Exhaust system, gearing, clutching and ECU programmers can be changed or added.
9. Aftermarket seat is allowed for driver fitment.
10. Seat harnesses (4pt/5pt) are mandatory.
11. Window nets or arm/wrist restraints are mandatory. If the driver's seat is on the left side, only the driver's side window net is required. If the vehicle is a center seat (RS1 style) then both sides must have window nets.
12. Suspension upgrades are allowed, up to and including upgrading prior 2021 170 models to a dual a-arm front suspension. Suspension modification is allowed to OEM shocks, including internal parts, and/or complete aftermarket shocks, that directly bolt to the OEM mounting locations.
13. Turbochargers and turbo upgrades are not allowed.
14. Nitrous systems are not allowed.
15. Aftermarket roll cage, nerf bars, front/rear bumpers are highly recommended.
16. Top 3 finishers **must** submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an MAO Racing official a penalty will be imposed.
17. Safety equipment is required. (See Driver Tech Safety items for requirements)
18. **Weight Rule:** **POLARIS 170's:** 650lbs w/Driver and all safety equipment.
HiSun 250's: 700lbs w/Driver and all safety equipment.
19. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

YOUTH Production MODIFIED (Beginner – Expert)

This class is for 6 to 12-year-old 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.
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 engine 800cc or less)

This class is for ages 12 and older competitors only.

1. Displacement: Maximum 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 must remain.
4. Suspension components can be changed, but mounting points cannot be changed.
5. Superchargers/turbochargers or nitrous systems are NOT permitted.
6. Aftermarket skid plates, seats, exhaust, suspension and wheels are all allowed.
7. Aftermarket roll cage, nerf bars, front/rear bumpers are allowed and are recommended.
22. 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.
8. Safety equipment required.
9. Weight Rule: minimum of **1,100 lbs.** with driver and all safety equipment.
10. 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 don't 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 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:** Any aftermarket clutching or components is allowed.
 8. You can replace wheels and tires with any alternative.
 9. Aftermarket roll cage, nerf bars, front/rear bumpers are allowed and are 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 of **1,650lbs** with driver and all safety equipment.
 13. 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 don't 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.

ALL PRO CLASSES WILL DRAW FOR THE STARTING LINE POSITION AT STAGING FOR THE HEAT RACE. YOUR FINISHING POSITION IN THE HEAT RACE WILL DETERMINE YOUR STARTING POSITION FOR THE MAIN. Failure to draw a number, will result in being placed at the last or final starting position.

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 don't 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.

ALL PRO CLASSES WILL DRAW FOR THE STARTING LINE POSITION AT STAGING FOR THE HEAT RACE. YOUR FINISHING POSITION IN THE HEAT RACE WILL DETERMINE YOUR STARTING POSITION FOR THE MAIN. Failure to draw a number, will result in being placed at the last or final starting position.

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.

G) 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.

H) TEAMS

MAO Racing will allow 2 person teams to compete in the 2022 season.

1. Both members of the team must compete in a minimum of **3** of the events under the team captain's name and number. Points will only be awarded to the team captain and standing will only show team captain's name. (Results will show who raced for the team)
2. Only one driver from the team is allowed to compete at any given event in the team's class. (i.e.; no set of teammates can be on the track at the same time competing in the class the team is signed up in.)
3. Both Team members must be registered at the first event of the season. (i.e., teammates cannot be added to a single driver after the first race entered.)
4. Year-end payouts will be awarded to the team captain, no split payouts. Individual event payout will be given to the driver of the event.
5. If racing in a non-pro class, team could be promoted to a different class based on only the faster of the two drivers.

I) SAFETY GEAR

1. Full Face or MX Style helmets are mandatory. Helmets must be certified to a minimum of DOT/SNELL SA 2010 or better.
2. Protective eyewear must be worn.
3. One-piece or 2-piece Dual Layer fire suits are required. The suits must cover from the neck to the ankles and to the wrists. All suits must have the SFI label attached and meet SFI Specs. **(SFI3.3-2A Specs Recommended)** No Single layer suits allowed.
4. Drivers must wear gloves and driving shoes that have the SFI label attached. Gloves may not be modified or have any holes in them. If at any time any MAO Racing official notices a driver missing a fire suit/glove, the driver will be black flagged from the track immediately and they will be parked for the duration.
5. All driver apparel must be clean, in good condition, and free from rips or worn areas.
6. Safety harness with 4 or 5 attachment points is required. Safety harnesses must meet one of the following ratings: Safety harness with SFI certification must not be used after 2 years (24 months) after the manufacturing date, or in the event that they have an expiration date must not be used after the expiration date.
7. Safety harness with FIA certification must not be used after 5 years (60 months) after the manufacturing date.
8. A quick release lap belt not less than three inches wide is required. A 2-inch belt may be used provided it is certified to specs above. Both ends of the lap belt must be fastened to the roll cage. Bolt in style belts must be fastened with high quality grade 8 or better bolts, not less than $\frac{3}{8}$ ". Clip in style belts must be cotter pinned or safety wired. Cam Lock type belts are allowed.
9. Two shoulder belts are mandatory and must be securely attached behind the driver's seat. If they are looped around or pass over the roll cage, a steel guide welded to the cage that will prevent the belt from sliding side to side is required. **However, if you have pass-thrus integrated into your seat, that will be allowed and no steel guide required.**
10. 5th point belt (Sub Harness) is recommended and must be securely mounted to the lower seat frame or roll cage at the bottom, and to the lap seat belt on the top.
11. Head and neck restraints are highly recommended in all classes any time the vehicle is on the track. R3, Hans, Hybrid or other restraint certified to SFI spec 38.1 with a legible sticker attached are allowed.
12. The head and neck restraint, when connected, must be mounted, configured, maintained, and used in accordance with the manufacturer's instructions.
13. It is the responsibility of the driver to ensure that his/her restraint is correctly installed, maintained, and properly used.

14. Radios: Radios must be of two-way voice communication type only. Each race team is responsible for meeting FCC requirements.
15. Radio communication between drivers is not permitted. No communication is allowed from race UTV/SXS to race UTV/SXS, while on the track at the same time.
16. All radio frequencies are subject to MAO Racing approval.
17. Spotters are allowed for all race teams. Internal Radio communication is permitted between drivers/passengers in the same UTV/SXS and their respective Pit Crews/Spotter. Drivers may be penalized for inappropriate spotter behavior.
18. New for 2022, ALL Classes must use a raceceiver to listen to race control.
19. Raceceiver must be approved and override spotter communication when race control is transmitting to vehicle.

DRIVER Tech Safety Requirements

1. **Full face helmets are mandatory.**
2. **Protective eyewear must be worn.**
3. **Single layer SFI fire suit minimum required.**
4. **Gloves or Hand protection is required.**
5. **Footwear is required, no open toe shoes.**
6. **Full roll cage is required. Aftermarket cage is mandatory for Pro classes.**
7. **Full coverage doors/door panels are mandatory.**
8. **4 Point/5 Point harnesses are mandatory for any driver and passenger seat.**
9. **Window nets are required on driver side.**
10. **Arm Restraints may be used in place of window nets.**
11. **Clearly visible numbers on both sides at least 8" tall is required.**
12. **Rear Chase light is recommended.**
13. **Key and or on/off switch clearly labeled that shuts off the engine is required.**
14. **Fire extinguishers and/or fire suppression are required, and must be easily retrievable by staff or officials.**
15. **Transponder & Race Receiver mounting brackets must be securely fastened.**
16. **A tech/group sticker placed on A pillar driver's side is required to enter track.**
17. **CONTINGENCY DECALS – Maxxis, RaceLine, Rugged Radios.**

J) START PROCEDURE

1. Driver's Meeting will be conducted at a designated driver's meeting area and is mandatory for every competitor and co-driver. We will discuss track conditions, staging procedure, flagging, and any other pertinent information that is necessary for the event.
2. Race vehicles must be in the staging area thirty minutes prior to the beginning of the race.
3. Starting Positions – Heat race starting positions for the event will be determined by random drawing. Drivers who do not draw or enter after the close of registration for an event will be placed at the back of the field.
4. Depending upon number of entries in the class, each class may be split into two or more heats. Heat races will be a live engine land rush start (subject to discretion of race officials). Finishing position in heat races will determine starting position for main. Main event starts may be a rolling start or land rush start. (Subject to discretion of MAO race officials). Any competitor that fails to compete in the heat race, may still race in the main event, but will start at the back of the starting grid behind all other vehicles. Additionally, no points will be added from the heat race towards overall finish. The starting position for the main event is determined by the finishing score of the heat race.
5. Late vehicles may start after the green flag, only with permission from a MAO Racing official.
6. The UTV/SXS that a competitor leaves the starting line with is the official UTV/SXS for that heat/main and may not be switched at any time during that race.
7. The racetrack will have a designated start area marked by start line and designated end of start area line (the start box). ON any start or re-start the Race official will start the race on the waving of the Green Flag.

8. No competitors are permitted to start the race until the Race Official waves the Green Flag. If you start moving before the Green Flag has been waived, Penalties and/or Red Flag restart will be waived. Penalties to be assessed by Race Official. When a caution is called, the driver responsible for the caution will be placed at the back of the pack. Multiple vehicles may be charged with a caution.
9. In the event of a full caution before one lap is completed, we will have a full restart, Red Flag.
10. Race Halt – MAO Race officials may stop a race at any time the track is deemed unsuitable for racing. Under adverse conditions, a race may be called official after 50% of the laps have been completed, or if any race is halted due to exceeding the allowed time limit for that race, at the race director's discretion.
11. When a race is halted prior to the completion of one lap, there shall be a complete restart in the original starting position.
12. When a race is halted after the completion of one lap, vehicles will line up in the order in which they were running at the completion of the last full lap before the halt.
13. When an event is halted due to rain or adverse circumstances prize money shall only be paid for the races completed. MAO Racing may reschedule the event to a mutually agreeable date. In that case, the incomplete races would be finished first.
14. Race Start/Finish Line – The official race start line will be indicated at each event during pre-race driver's meetings. The start line may be different from the finish line. All races will run until the checkered flag is shown to the leader.

K) RACECOURSE PROCEDURE

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

Yellow Flag - Caution Procedures

1. In a caution where no penalty is imposed any vehicles charged with the caution may be put to the back of the pack.
2. Any competitor that has gone one or more laps down must use additional courtesy to the vehicles still on the lead lap. Any competitor attempting to pass the leader(s) to get back on the lead lap must make the passes with very limited or no contact at all.
3. A race vehicle that is clearly broken, must reduce speed immediately and pull off the track.
4. All participants assume full responsibility for any and all injuries sustained, including any property damage or damage to a race vehicle as a result of being towed to or from the racing areas by MAO Racing staff or otherwise.

Competition Rules Definitions

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

Competition Rules:

1. A competitor may receive a penalty for any of the following listed below.
 - a. Intentional contact on the approach to a jump that results in a race vehicle leaving the jump in an unsafe manner.
 - b. Heavy contact.
 - c. Light contact that is maintained: both parties must try to detach or break contact immediately.
 - d. When one race vehicle forces another race vehicle outside of, or off the competitive racing surface.
 - e. If a race vehicle makes more than one consecutive defensive move.
 - f. Driving through another race vehicle.
 - g. Not reducing speed when a spin, crash or other incident is happening in front of your race vehicle.
 - h. Not reducing speed when not on the racing surface.
 - i. If there is intentional contact made at any time other than under green flag (racing) conditions.
 - j. If more than one warning for the same offense is given during the same race to the same race vehicle.
 - k. Cutting the course.
 - l. Not holding your line.
 - m. Aggressive Driving.
2. Reckless Driving in any such manner will not be tolerated and may result in disqualification. Reckless driving may include deliberate ramming, blocking, or intentional contact with another team or competitor.
3. Aggressive Driving – when one race vehicle forces another race vehicle outside of, or off the competitive racing surface, will be considered Aggressive Driving. If a race vehicle makes more than one Aggressive Driving move, that driver may be penalized or disqualified for that event.
4. If a race vehicle makes heavy contact or fails to leave room on the competitive racing surface while making an aggressive driving move, a black flag (penalty) is given, that race vehicle will be scored in last position of the last lap that it completes. If the penalized contact or act results in another race vehicle losing positions or not finishing the race, an additional penalty will also be extended to one or more of the following, a points loss, fine, and or next race starting position penalty.
5. All competitors are responsible for their actions as well as the actions of their entire race team/pit crew.
6. The posted Speed Limit within any area except the actual racecourse is 5 mph.
7. If a competitor leaves the racecourse for any reason, they must re-enter where the vehicle left the course slowly and safely, in order to continue the race.
8. While we strive to create a great spectator experience, the racecourse is closed to spectators, pit crew, photographers (without credentials) or anyone trying to enter the course that is not a competitor. There will be plenty of spectator viewing areas that overlook the entire track.
9. Internal Radio communication is permitted between drivers/passengers in the same UTV/SXS and their respective pit crews/spotter. No communication is allowed from race UTV/SXS to race UTV/SXS, while on the track at the same time.
10. Driver Medical Attention – if a competitor requires medical attention, by track or other medical teams, the medical technician must release the competitor before he/she may return to competition. Failure to comply with advice of the medical technician will result in disqualification from competition for the remainder of the event.
11. If a driver loses consciousness at any time during an event, the driver cannot compete and must be cleared by a doctor before returning to competition.
12. Unsportsmanlike Conduct – Any participant found by MAO Racing 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 MAO Racing will receive a penalty. This includes any aggressive action toward an MAO Racing official by participant including arguing, yelling or raising your voice when talking to an official, or touching the official in any physical way. Drivers are solely responsible for the actions of all team members at all times and in the event that a team member shows Unsportsmanlike Conduct, MAO Racing officials may penalize the driver for the actions of the team member in addition to any penalty to the team member for his/her actions.

13. Repeat offenses – any participant found by MAO Racing officials to be engaged in any repeat offense of any technical violation or any other action that causes the MAO Racing officials to impose any penalty to the driver or team will see the penalty more than double on the second offense for the same action or violation. In the event that any participant is found repeating any offense for a third time the participant may be removed from the event and put on suspension solely at the discretion of the MAO Racing Director. This is including negative comments or posts on any/all social media platforms such as Facebook/Instagram.
14. Physical Altercations – Any competitor or team member involved in a personal confrontation where one person touches another with intent of physical harm to the other may be placed on indefinite probation and the Series may impose additional disciplinary sanctions given the severity of the offense.
15. Vehicular Acts of Aggression - In the event that MAO Racing officials deem that a driver committed premeditated intentional acts of aggression with their vehicle toward another driver's vehicle at any time during the event will be placed on indefinite probation and will receive a disqualification from that event. Any driver that is involved in a subsequent offense of premeditated acts of aggression with their vehicle toward another driver's vehicle will be subject to review by the executive management of MAO Racing and may carry further extreme penalty which can include suspension and or permanent suspension and expulsion from the series. Any driver using their vehicle and attempting to cause another driver bodily harm or cause substantial equipment damage will be disqualified and removed from the property immediately for the remainder of the event and will be subject to further penalties, fines, and MAO Racing will exercise the right to allow the local authorities to deal with the situation within all limits of the law.
16. General Scope of Penalties – Penalties for violation of MAO Racing rules are determined by the severity of the violations and the effect on fairness of competition, the orderly conduct of the event, and the interests of off-road racing and MAO Racing. Penalties may include, but are not limited to: disqualification, probation, fines, or loss of series points.
17. ROLL OVER PROCEDURE/ RECOVER AND ASSIST/ Caution Zone: 1. If a vehicle is flipped over, it is at the discretion of the driver to remove his or herself from the vehicle and assist the MAO Racing official in rolling the vehicle over. If a driver does not exit the vehicle there will not be a penalty assessed. Any variance to this will be discussed at the drivers meeting.
18. During any process where MAO Racing staff are on the race course to recover or assist another race vehicle, the 100 feet before and 50 feet after are considered a safe zone (Please refer to Yellow Flag Caution).
19. The max speed in the caution area is 25mph. Drivers cannot gain on or improve position on other racers in this area. Any violation of this safety zone will mean automatic penalty and or disqualification of the racer.
20. If race vehicle needs to be towed, it is the driver's responsibility to make sure tow hook is in place and in working condition. During a tow or assistance, MAO Racing staff is not responsible for any damage to the vehicle. If you are towed off the track, your race is finished and you are unable to return to the race course.
21. Driver may refuse MAO Racing staff assistance in towing or flipping vehicle if vehicle if located safely off the racecourse and is not in the way to affect current race. If driver refuses assistance, you must exit the vehicle and track in a safe manner and leave vehicle until the event is finished.

L) POINTS / SCORING

1. There will be one checkpoint at the finish line. UTV/SXS's must pass through our Finish Line in order to be scored.
2. Point structure: points will be awarded according to the following point scale:

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

3. DROP ROUND: Each competitor will have a "drop" race. A drop consists of the racer dropping their lowest event finish (points) during the season to reach your final point total calculated for the Championship. Additionally, a racer may use his/her "drop race" for a series event that they are unable to attend, due to an injury, hardship or other special circumstance.
4. Disqualifications are not droppable.
5. **Please note: you may NOT drop the final race of the year.**
6. Driver Bonus Points – Points for attending all 8 series races for that season, will be awarded according to the following point scale: +10 points
7. The race officially ends for all competitors at the completion of the final lap in which the checkered flag is displayed. Once the checkered flag is out, racers will be scored in order of their finish and number of laps completed. It is not necessary to complete all laps in order to receive a score.
8. To be considered as having completed the lap or race, the racer and his machine must cross the finish line scoring plane of the checkered flag.
9. Towing is not allowed. Any disabled UTV/SXS that are towed back to the pit area by staff or otherwise, are not eligible to return to competition in that race. If a UTV/SXS is towed a short distance in order to dislodge the UTV/SXS from a track obstacle. i.e.; mud, deep rut, etc., it may return to competition of that race at the back of the pack. All participants assume full responsibility for any and all injuries sustained, including any property damage or damage to a race vehicle as a result of being towed to or from the racing areas by MAO Racing staff or otherwise.
10. In the case of a tie for any position in year end points, the tie will be broken by using the greatest number of first place finishes. If a tie still exists, seconds, thirds, etc. will be considered until the tie is broken. If a tie still exists, the driver establishing the first victory of the season will prevail.
11. The overall points championship is not official until after the last race of the season.
12. Awards are presented to the top 3 finishers of each class. Payouts for all classes to 1st thru 8th place. Eligibility to participate in the points fund may be forfeited by any member violating MAO Racing rules or regulations prior to the presentation of the awards.
13. A completed W9 is required for any payout whatsoever. These will be required at time of registration, and must be completely filled out. Failure to submit the required information, will result in loss of payouts earned. Year End payouts are mailed out after all W9's have been collected and Championship points are finalized.

M) PAYOUTS

1. To qualify for payouts, there must be at least a minimum of 5 entries per class.
2. Payout structure as follows:
 - a. Per Event/Series Round Payouts



SHEET 1

PER ROUND Series Payouts 2022



PRO PER RACE PAYOUTS

(cash)

| CLASS | 1st | 2nd | 3rd | 4th | 5th | 6th | 7th | 8th |
|-----------|-------------|-----------|-----------|-----------|-----------|-----------|-----------------|--------------|
| PRO Turbo | \$ 1,000.00 | \$ 700.00 | \$ 600.00 | \$ 500.00 | \$ 400.00 | \$ 400.00 | \$ 400.00 | \$ 400.00 |
| PRO N/A | \$ 1,000.00 | \$ 700.00 | \$ 600.00 | \$ 500.00 | \$ 400.00 | \$ 400.00 | \$ 400.00 | \$ 400.00 |
| | | | | | | | Per round total | \$ 8,800.00 |
| | | | | | | | x8 rounds | \$ 70,400.00 |

EXPERT PER RACE PAYOUTS

| CLASS | 1st | 2nd | 3rd | 4th | 5th | 6th | 7th | 8th |
|--------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------|--------------|
| TURBO Expert | \$ 750.00 | \$ 600.00 | \$ 400.00 | \$ 200.00 | \$ 100.00 | \$ 100.00 | \$ 100.00 | \$ 100.00 |
| N/A Expert | \$ 750.00 | \$ 600.00 | \$ 400.00 | \$ 200.00 | \$ 100.00 | \$ 100.00 | \$ 100.00 | \$ 100.00 |
| | | | | | | | Per round total | \$ 4,700.00 |
| | | | | | | | x8 Rounds | \$ 37,600.00 |

AMATEUR PER RACE PAYOUTS

| CLASS | 1st | 2nd | 3rd | 4th | 5th | 6th | 7th | 8th |
|----------------|-----------|-----------|-----------|-----------|----------|----------|------------------------------------|---------------|
| TURBO Amateur | \$ 400.00 | \$ 200.00 | \$ 150.00 | \$ 100.00 | \$ 75.00 | \$ 75.00 | \$ 75.00 | \$ 75.00 |
| N/A Amateur | \$ 400.00 | \$ 200.00 | \$ 150.00 | \$ 100.00 | \$ 75.00 | \$ 75.00 | \$ 75.00 | \$ 75.00 |
| Youth 1k | \$ 400.00 | \$ 200.00 | \$ 150.00 | \$ 100.00 | \$ 60.00 | \$ 60.00 | \$ 60.00 | \$ 60.00 |
| Womens Turbo | \$ 400.00 | \$ 200.00 | \$ 150.00 | \$ 100.00 | \$ 60.00 | \$ 60.00 | \$ 60.00 | \$ 60.00 |
| Womens N/A | \$ 400.00 | \$ 200.00 | \$ 150.00 | \$ 100.00 | \$ 60.00 | \$ 60.00 | \$ 60.00 | \$ 60.00 |
| 800cc Under | \$ 400.00 | \$ 200.00 | \$ 150.00 | \$ 100.00 | \$ 60.00 | \$ 60.00 | \$ 60.00 | \$ 60.00 |
| Vet 40+ Turbo | \$ 400.00 | \$ 200.00 | \$ 150.00 | \$ 100.00 | \$ 60.00 | \$ 60.00 | \$ 60.00 | \$ 60.00 |
| Vet 40+ N/A | \$ 400.00 | \$ 200.00 | \$ 150.00 | \$ 100.00 | \$ 60.00 | \$ 60.00 | \$ 60.00 | \$ 60.00 |
| 170 Mod | \$ 400.00 | \$ 200.00 | \$ 150.00 | \$ 100.00 | \$ 60.00 | \$ 30.00 | \$ 30.00 | \$ 30.00 |
| 170 LTD (9-12) | \$ 400.00 | \$ 200.00 | \$ 150.00 | \$ 100.00 | \$ 60.00 | \$ 30.00 | \$ 30.00 | \$ 30.00 |
| 170 LTD (6-8) | \$ 400.00 | \$ 200.00 | \$ 150.00 | \$ 100.00 | \$ 60.00 | \$ 30.00 | \$ 30.00 | \$ 30.00 |
| 170 Stock | \$ 400.00 | \$ 200.00 | \$ 150.00 | \$ 100.00 | \$ 60.00 | \$ 30.00 | \$ 30.00 | \$ 30.00 |
| | | | | | | | TOTAL | \$ 12,840.00 |
| | | | | | | | TOTAL Payout ALL CLASSES per Round | \$ 26,340.00 |
| | | | | | | | x8 Rounds | \$ 210,720.00 |



b. Year End Overall Championship Payouts

| MID AMERICA OUTDOORS | | | | | | | SHEET 2 | |
|--------------------------------|--------------|--------------|-------------|-------------|-------------|----------------------|-------------|----------------------|
| YEAR END PAYOUTS 2022 | | | | | | | | |
| OVERALL SERIES POINTS CHAMPION | | | | | | | | |
| PRO CLASS | 1st | 2nd | 3rd | 4th | 5th | 6th | 7th | 8th |
| PRO Turbo | \$ 25,000.00 | \$ 10,000.00 | \$ 7,000.00 | \$ 5,500.00 | \$ 4,000.00 | \$ 3,500.00 | \$ 3,000.00 | \$ 2,000.00 |
| PRO N/A | \$ 25,000.00 | \$ 10,000.00 | \$ 7,000.00 | \$ 5,500.00 | \$ 4,000.00 | \$ 3,500.00 | \$ 3,000.00 | \$ 2,000.00 |
| | | | | | | | | |
| | | | | | | Total Pro | | \$ 120,000.00 |
| EXPERT CLASS | 1st | 2nd | 3rd | 4th | 5th | 6th | 7th | 8th |
| TURBO Expert | \$ 4,000.00 | \$ 2,500.00 | \$ 1,000.00 | \$ 800.00 | \$ 600.00 | \$ 500.00 | \$ 350.00 | \$ 250.00 |
| N/A Expert | \$ 4,000.00 | \$ 2,500.00 | \$ 1,000.00 | \$ 800.00 | \$ 600.00 | \$ 500.00 | \$ 350.00 | \$ 250.00 |
| | | | | | | | | |
| | | | | | | Total Expert | | \$ 20,000.00 |
| AMATEUR CLASS | 1st | 2nd | 3rd | 4th | 5th | 6th | 7th | 8th |
| CLASS | 1st | 2nd | 3rd | 4th | 5th | 6th | 7th | 8th |
| TURBO Amateur | \$ 1,500.00 | \$ 1,250.00 | \$ 1,000.00 | \$ 750.00 | \$ 500.00 | \$ 400.00 | \$ 300.00 | \$ 100.00 |
| N/A Amateur | \$ 1,500.00 | \$ 1,250.00 | \$ 1,000.00 | \$ 750.00 | \$ 500.00 | \$ 400.00 | \$ 300.00 | \$ 100.00 |
| Womens Turbo | \$ 1,000.00 | \$ 750.00 | \$ 500.00 | \$ 400.00 | \$ 300.00 | \$ 200.00 | \$ 100.00 | \$ 50.00 |
| Womens N/A | \$ 1,000.00 | \$ 750.00 | \$ 500.00 | \$ 400.00 | \$ 300.00 | \$ 200.00 | \$ 100.00 | \$ 50.00 |
| 800cc Under | \$ 750.00 | \$ 600.00 | \$ 500.00 | \$ 400.00 | \$ 300.00 | \$ 200.00 | \$ 100.00 | \$ 50.00 |
| Vet 40+ Turbo | \$ 1,000.00 | \$ 750.00 | \$ 600.00 | \$ 500.00 | \$ 400.00 | \$ 300.00 | \$ 200.00 | \$ 100.00 |
| Vet 40+ N/A | \$ 1,000.00 | \$ 750.00 | \$ 600.00 | \$ 500.00 | \$ 400.00 | \$ 300.00 | \$ 200.00 | \$ 100.00 |
| Youth 1k | \$ 750.00 | \$ 500.00 | \$ 225.00 | \$ 100.00 | \$ 50.00 | \$ 50.00 | \$ 50.00 | \$ 50.00 |
| 170 Mod | \$ 750.00 | \$ 500.00 | \$ 225.00 | \$ 100.00 | \$ 50.00 | \$ 50.00 | \$ 50.00 | \$ 50.00 |
| 170 LTD (9-12) | \$ 750.00 | \$ 500.00 | \$ 225.00 | \$ 100.00 | \$ 50.00 | \$ 50.00 | \$ 50.00 | \$ 50.00 |
| 170 LTD (6-8) | \$ 750.00 | \$ 500.00 | \$ 225.00 | \$ 100.00 | \$ 50.00 | \$ 50.00 | \$ 50.00 | \$ 50.00 |
| 170 Spec | \$ 500.00 | \$ 350.00 | \$ 225.00 | \$ 100.00 | \$ 50.00 | \$ 50.00 | \$ 50.00 | \$ 50.00 |
| | | | | | | | | |
| | | | | | | Total Amateur | | \$ 37,275.00 |
| TOTAL EOY PAYOUT | | | | | | | | \$ 177,275.00 |
| TOTAL per rd/EOY | | | | | | | | \$ 387,995.00 |

N) TECH PROTEST

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

If you need any further clarification, or simply have further questions, please feel free to reach out to www.MidAmericaOutdoors.com or our Facebook page @midamericaoutdoors and we would be happy to assist.
Thank you.





2022 MAO Racing SXS Protest Form

Event: _____

Date: _____ **Time:** _____

End time of the final race of the day: _____ **Protest Submittal time:** _____

Protesting Driver Name: (Print) _____ **Signature:** _____

Class: _____ **SXS Racing Number:** _____

Witness to the infraction of Protesting Driver:

Witness Name: (Print) _____ **Signature:** _____

Class: _____ **SXS Racing Number:** _____

Driver being Protested:

Name: (Print) _____ **Signature:** _____

Class: _____ **SXS Racing Number:** _____

Description of Infraction:

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

MAO Race Official Name: (Print) _____ **Signature:** _____

ADDENDUM 2/22/2022

Vehicle Eligibility

#6 e. Roof required on all vehicles in every class

f. Stock front fascia, front fenders, and rear fenders are required in all classes

Youth Production Stock

#5 Include - Stock air intake system required including air box with stock type air filter. Aftermarket stock type air filter element allowed.

#10 Stock ECU required. No aftermarket ECUs allowed. No piggyback fuel tuners allowed

#14 Stock swingarm may be reinforced with gussets

#14a Brakes must be stock and functional as delivered from the manufacturer, e.g., Polaris 170 2 front calipers and 1 rear

Throttle body/injector or carburetor must be stock

G) Inspections

#8 - 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.

