

NWQN RULES

Effective as of Jan 1st of the current year

updated 04/13/2010

A. RIDER ELIGIBILITY AND CLASSIFICATION

1. Pro Class

- a. All "Pro Am" riders ranked in the top three of their class earning at least 50 percent of the points earned by the class champion in the previous year are eligible, but not required, to race this class. Ranking is based on year-end series points and not the banquet awards.
- b. Rider must accumulate 150 points based on the points scale below Section H, number 2.
- c. Class is a purse paying class
- d. Must be at least 16 years old, on or before the date of the event.
- e. A rider that races as a "Pro" in another series of like discipline must race this class in our series as well.
- f. If a rider races this class they will not be allowed to race in any other amateur class, with the exception of the Pro-Am class.

2. Pro Am Open Class

- a. Pro Am Open will be the sole gauge for advancement to the Pro ATV division. To be eligible for a Pro Race a rider must accumulate 150 points based on the points scale below Section H, number 2.
- b. Class is a purse paying class

3. "A" Classes

- a. All "B" class champions from the previous year.
- b. All "B" riders ranked in the top three of their class earning at least 50 percent of the points earned by the class champion in the previous year. Ranking is based on year-end series points and not the banquet awards.
- c. Riders that have an "A" ranking in any other motocross series. This applies to both AMA and non-AMA sanctioned events.
- d. "A" class racers may compete in the Pro Am Open class.

4. "B" Classes

- a. All "C" class champions from the previous year.
- b. All "C" riders ranked in the top three of their class earning at least 50 percent of the points earned by the class champion in the previous year. Ranking is based on year-end series points and not the banquet awards.
- c. Riders that have a "B" ranking in any other motocross series. This applies to both AMA and non-AMA sanctioned events.

5. **"C" Classes:** Novice skill level riders and riders that do not otherwise qualify as an "A" or "B" level rider. Riders who receive or have ever received any type of OEM factory support in any class are not eligible for the "C" class.

6. **Women Class:** A,B,C Classes to follow same as above.

7. **Age:** For youth classes, age is based on the rider's age on January 1, of the current year. Amateur age classes are based on the rider's age on the date of the event. However, riders, including youth, who change age during the season, may stay in the class they started the year in, or may advance to the older division. Points accumulated to that point *do not* advance with the rider to the new class.
8. **Age Classes:** Age class racers (i.e. Youth 20 yrs and under, Vet 30,40,50, etc.).
9. **Advancement:** Riders who participate in a higher classification (i.e. "A", "B" or "C") at any AMA or non-AMA local or National event will be considered as advanced to that higher classification and may not return to the lower class. Youth riders who compete in a higher age group may not return to their actual age group.
10. **Changing Classes:** A rider may petition to move to a lower classification based on class finishes.

B. MACHINE ELIGIBILITY AND CLASSIFICATION

1. **Class Descriptions:** Machine eligibility, including displacement limit and production requirements will be as described below and in section A.
2. **Youth Classes:** No engine displacement reduction permitted.
3. **Production Rule:** OEM motor and matching frame combination model required. Frame geometry must remain as designed by the OEM, including all suspension pivot points. Material may be added for strength but not removed from the OEM frame. Engine modifications, frame reinforcements, and aftermarket A-arms, swing-arms and suspension are permitted. No engine displacement reduction permitted.
4. **Modified/Open:** All non-production classes are modified. Custom frames are permitted. Production machines are eligible for modified classes.
5. **Automatic:** restricted to CVT or automatic transmission and automatic clutch. Machines must be able to idle in gear, with the machine at a full stop, without manually disengaging the clutch.
6. **50cc, 70cc, 90cc, Stock:** Production models. The following *may* be changed: shocks (limited to maximum 4" shock travel), tires, wheels (must not change stock width) internal portions of the motor, spark arrestor may be removed (must still meet 99db), sprockets, gearing, clutch, twist throttle, handlebars, grips, handle bar pads, front bumper, rear grab bar, air filter and jetting. Air box lid may be removed or modified. Fenders may be trimmed. Manufacturer installed parental speed limiting devices may be removed. Nerf bars or suitable floorboards and working tether cords are required. No other modifications are allowed, *INCLUDING*, carburetors, oil injection, air box, gas tank, exhaust systems, wheel base, width, rear axle, A-arm, steering dampener, and suspension (with the exception of shocks). However, if a violation is deemed by the referee to be cosmetic in nature, with no performance advantage or willful misconduct involved, a warning or fine may be issued in lieu of disqualification.

C. EQUIPMENT

The NWQN Rules, which governs amateur ATV competition, will be enforced. In addition, the following apply:

1. Maximum machine width is 50" in amateur classes.
2. Tether cords and nerf bars or suitable floorboards are required.
3. Control levers must have ball ends; axle nuts must have cotter pins or clips; glass components/lights must be covered; horns, bells or other sound devices are prohibited.
4. **Sound:** Machine sound level may not exceed 99dbs as measured by the stationary sound test procedures, SAE J1287.
5. **Fuel:** Only petroleum-based gasoline as defined by the American Society for Test and Materials (ASTM), designation: D4814, may be used. All fuel must be stored in approved containers. Must have an approved ABC rated fire extinguisher within a 20' range when fueling race machines.

6. Machines may be bored or stroked in order to increase engine displacement, so long as the engine size is stamped on the case and the class limit is not exceeded, i.e., 400cc engine may be increased to a maximum of 450cc in the 450 class.
7. All machines are subject to random equipment inspections any time prior to, during or after the event. Displacement will be measured at the end of the meet.
8. The machine a rider competes on in the first moto/qualifier is the official machine of the rider for that event, and may not be switched during the event. However, in the event of a mechanical failure, ie: motor failure or un-repairable damage, a back up machine may be used so long as it is of like kind and quality.

D. NUMBER PLATES

1. Machines must have vertical number plates mounted on the front bumper and rear grab bar. Plates may not be mounted to the handlebars, be made of wood or metal, or be cut down for cosmetic purposes. For single and two digit numbers, plates may be mounted vertically; for three digits numbers, plates may be mounted horizontally.
2. Numbers shall be a minimum of 6" block numbers (no shading or outlining). No other letters or symbols may be used except as indicated by the Event Organizer.
3. Number plates and numbers shall be of contrasting colors, clear, legible and have a professional appearance.
4. The top two inches of the plate is reserved for the series logo identification; the bottom two inches of the plate may be used for sponsor/rider identification.

E. REGISTRATION

1. Riders under the age of 18 years must be accompanied by a parent or legal guardian with a parental consent form in order to participate. It must be witnessed but should be notarized.
2. Proof of age (i.e., birth certificate or driver's license) must be available upon request by event referee or at rider registration.
3. Riders must register for the race before riding their machine anywhere on the facility grounds.
4. Riders may not exceed first gear idle when traveling to/from their pit area and must always wear a helmet.
5. **Safety equipment and machine eligibility are the sole responsibility of the rider.**

F. RACE PROCEDURES

1. First moto or qualifier gate picks will be determined by computer draw. The second/final moto gate picks will be determined by first moto/qualifier finishes, with the faster qualifier moto taking precedence.
2. If there are more riders in a class than the starting gate can accommodate, the following program will be used:
 - a. Riders will be divided into equal qualifier groups based on current point standings, with the higher ranked riders being assigned to different groups to avoid all top ranked riders competing in the same qualifying moto.
 - b. An equal number of riders will transfer from each qualifier moto to the final moto
 - c. All riders who do not qualify for the final moto in the qualifier motos are eligible to compete in the consolation race. A lesser number of riders will transfer from the consolation moto than from the qualifier motos.
 - d. In the event of smaller gates (ie: Indoor Series Events) all qualifications will be scaled proportionally.

| TOTAL ENTRIES | # OF DIVISIONS | ADVANCED TO MAIN | # OF CONSI'S | ADVANCED FROM CONSI |
|--------------------|----------------|------------------|--------------|---------------------|
| 20 entries or less | 1 | ALL | 0 | NA |
| 21-36 entries | 2 | 8 | 1 | 4 |
| 37-40 entries | 2 | 7 | 2 | 3 |
| 41-56 entries | 4 | 4 | 2 | 2 |
| 57-76 entries | 4 | 4 | 3 | 2/1/1/* |
| 77-97 entries | 6 | 2 | 4 | 2 |

* Fastest consolidation transfer two (2) riders; other two transfer one (1) rider

d. Riders transferring from the qualifier division will transfer their earned points according to their finishing position, i.e., a rider finishing in first place will receive one (1) point. Riders transferring from the consolation heats(s) will transfer their earned points according to the next finishing position, i.e., if eight riders transferred from each of the qualifier divisions, the winner of the consolation heat(s) will receive a 9th place position, and so on.

2. Riders must start each race with their tether cord properly affixed.
5. To accommodate the 50cc class, a shortened or separate track may be used as necessary.
6. **Radios** are permitted between pit crew members, but not with or between riders.
7. No rider may ride in such a manner as to endanger life or limb of other riders, officials or the public. Riders will be penalized for the reckless operation of their machine or for running into an official.
8. **Unsportsmanlike conduct** or the deliberate ramming, blocking, or intentional contact with another rider will result in a penalty.
9. **Team tactics** include blocking, allowing another rider to pass in order to affect the outcome of the race. Riders involved will be penalized.

G. RACE FINISHES

1. The race officially ends for all contestants at the completion of the lap in which the checkered flag is displayed to the winner.
2. Riders will be scored in order of finish and laps completed. It is not necessary to complete all laps in order to be scored. Any rider who crosses the starting line will get a finish position for that moto.
3. **DNF:** A rider who starts the race but does not make at least one lap will receive a "Did Not Finish" or DNF. A DNF results in points, rider will receive last place.
4. **DNS:** A rider who does not report to staging will get a "Did Not Start/Stage". A DNS results in 0 (Zero) moto points.
5. **Amateur Awards:** Awards are based on every 3 entries. ie: 3 riders 1st place is awarded, 6 riders 1st/2nd is awarded, 9 riders 1st/2nd/3rd is awarded etc....
6. **Pee Wee Awards:** (50cc and 70cc) classes every racer will receive an award ie, (trophy, plaque or medal)
7. **Year End Awards:** will be given to CLASS champions 1st through 3rd.

8. **Protests** must comply with the NWQN Rules. The director, with or without protest, has the right to penalize, fine, disqualify, and/or suspend any vehicle or entrant for violation of any rule. Another entrant within the same event may make technical protests as the entrant being protested. A two hundred-dollar (\$200) cash fee must accompany protests for each item protested. The protest must be in writing along with the fee and be delivered to the director no later than 30 minutes after event results are protested. The decision of the director will be final.
 - a. A complaint filed for improper riding or conduct requires a \$25.00 cash fee. The complaint filed in writing with the director no later than 30 minutes after events results posted. A complaint may be verbally filed with any radio equipped ORS LLC. official if entrant filing the complaint is broken down on the track. The official will notify the director of the protest.
9. **Penalties** will be assessed at the discretion of the official based on the severity of the offense, and may include one or more of the following: position(s), lap(s), time adjustment, disqualification, suspension, loss of championship points, fine, probation, warning, etc.

H. CLASS CHAMPIONSHIPS

1. To be eligible for series awards, a rider must compete in at least 80% of events in the same class for that series; For the Outdoor Series *only*: the lowest pointed rounds will not be counted towards the Series awards.

The following is an example of how the events will be counted:

| Series | # counted towards championship |
|---------|--------------------------------|
| Indoor | 6 of 6 |
| Outdoor | 12 of 14 |

2. Overall points will be earned in each class per event as follows:

| FINISH | POINTS | FINISH | POINTS | FINISH | POINTS |
|--------|--------|--------|--------|-----------------------|--------|
| 1st | 40 | 8th | 26 | 15th | 12 |
| 2nd | 38 | 9th | 24 | 16th | 10 |
| 3rd | 36 | 10th | 22 | 17th | 8 |
| 4th | 34 | 11th | 20 | 18th | 6 |
| 5th | 32 | 12th | 18 | 19th | 4 |
| 6th | 30 | 13th | 16 | 20th | 2 |
| 7th | 28 | 14th | 14 | 21 st & up | 1 |

3. Ties for class championships will be broken by the following procedure:

- a. The rider with the most first place finishes, then if necessary, most 2nd place finishes, 3rd, etc.
- b. If the tie still exists, the points accumulated in the events previously not counted (i.e. throw out points) will determine the winner.
- c. If the tie continues to exist, the rider who had the better score when competing against the other tied riders will be the winner.
- d. If the riders did not compete against one another, the rider who competed against the most entries in that class in any round will determine the winner.

e. If the tie continues to exist, riders will be awarded the same position.

I. PIT VEHICLES

1. A pit vehicle is any non-racing motorized vehicle used to transport a person within the facility (golf cart, mule, mini bike, utility ATV, etc).
2. Use of pit vehicles is a privilege, not a right, extended to our adult guests age **16 years or older**.
3. Reckless or irresponsible pit riding will not be tolerated. Violators and entered riders responsible for the violator will be subject to penalty, including, but not limited to: loss of gate pick, loss of event points, loss of series points, disqualification and/or removal from the event.
4. Per the NWQN Rulebook, "Each rider is responsible for the actions of his family and pit crew. Any unnecessary trouble caused by these individuals puts that rider at risk of disqualification."

J. FLAGS

1. Operational Flags

- a. Green Flag: Indicates the start of a race or clear track conditions.
- b. Checkered Flag: Indicates the end of a race or practice session; proceed to the designated track exit.
- c. Red Flag: Indicates the race has been stopped. Reduce speed and proceed safely to the staging area.
- d. Black Flag: Indicates a problem with your motocross ATV or a disqualification. A number board displayed with the flag indicates the rider being signaled. Carefully reduce speed and proceed around the course to the designated mechanics area. Black flagged riders are not permitted to return to the race course unless cleared by the Race Director.

2. Warning Flags:

- a. Stationary Yellow Flag: Indicates a potentially hazardous situation on or near the racetrack. Passing is not allowed. Riders - must exercise caution.
- b. Waving Yellow Flag: Indicates serious hazard on or near the racetrack. Passing is not allowed. Riders must proceed with - extreme caution.
- c. White Flag with Red Cross: Indicates a medical situation on or near the racetrack. Riders must roll each jump individually with no passing and exercise extreme caution until past the area of concern.
- d. Blue/White stripe Flag: Indicates a rider is about to be overtaken by a faster rider. The overtaken rider should hold his line and not impede the progress of the faster rider. Riders disregarding this flag may be black-flagged at the discretion of the Race Director

3. Courtesy Flags:

- a. White Flag: Indicates the final lap of a race.
- b. White and Green Flags Crossed: Indicates half of the total race distance.

K. STAGING / STARTING PROCEDURES

1. Riders will be called from the staging area to line up on the starting gate. Once a rider enters the staging area and is called to the starting gate, neither the rider nor his ATV will be permitted to return to the pit areas. If the rider or his ATV leaves the staging area after this point, he will not be permitted to start the race unless agreed upon by the Race Director.
2. Riders must quickly make their gate selection.
3. Exchanging gate positions with other riders is not permitted.

4. All starts will be conducted with a mechanical backward-falling gate. If a backstop board is present, the rear tires may not extend past or rest upon the board.
5. Each rider may have only one crew member accompany him to the starting gate.
6. Grooming may be done behind the gate, provided no shovels, tools or other implements (foreign or natural) are used. No grooming in front of the starting gate by riders or mechanics.
7. Watering of starting lanes by riders or mechanics is prohibited.
8. Ramps of any kind may not be formed in the starting lane (front and rear wheels must be level).
9. ATVs must be positioned straight and in the center of the starting gate. Riders may not start at an angle.
10. Once the last rider is in the gate and the track is cleared for the start:
 - a. The 30-second card will be displayed, the sign will be held upright for 30 seconds, and then turned sideways for at least five seconds but not more than 10.
 - b. During the five- to ten-second interval the gate will fall.
 - c. Jumping or fouling the gate may result in a penalty of one lap or disqualification.

L. RESTART PROCEDURES

1. In the case of a false start (gate malfunction), a race will be restarted with the riders returning to their original starting positions.
2. Should a race be stopped after one (1) lap is complete, the race will be restarted using the official scored rider positions the lap prior to the red flag. The restart will resume for the time remaining of the moto. The restart will take place as soon as possible and within a maximum time of 10 minutes, providing track conditions allow.
3. Should a race be stopped after 50% or more of the laps have been completed, the race will be considered complete and finishing positions will be determined by a rider's position at the time the race is stopped, as opposed to track positions in the lap preceding the red-flagged lap.
4. Riders who are not present at the starting gate for the original start of a race are barred from any subsequent restarts.
5. Riders who are present at the gate but are unable to start due to a stalled machine or other contributing factor may join the race from the starting area until the time the race leader completes the first lap. Thereafter, the rider may not join the race. Riders unable to join the race by this procedure are barred from any subsequent restarts.
6. During a restart, all riders must return to the staging area immediately and are not permitted to return to the pit areas. Riders returning to the pit areas will not be eligible for the restart unless directed to do so by the Race Director.
7. Riders may be directed back to the pit areas by the Race Director in case of foul weather or other unforeseen circumstances.
8. Any race start or restart will be considered an official part of the event even if the start or restart does not result in a lap being completed by the leader. Therefore, any infractions will be deemed valid and ruled upon accordingly.
9. Riders determined by the Race Director to be responsible for stopping a race will be placed at the rear of the restart or the finishing order relative to their involvement (i.e., first rider involved last, next rider involved next to last, etc.).

M. PAYOUT SCHEDULE

1. The following table is the payout schedule for all money classes.

Example of 100% payout class:

| # of riders | Entry Fee | Total Purse |
|-------------|-----------|-------------|
| 5 | \$50.00 | \$250.00 |

| Place | Payout | Balance |
|-------|-----------------------------|----------|
| 1 | $\$75 + \$42.02 = \$117.02$ | \$175.00 |
| 2 | \$52.50 | \$112.50 |
| 3 | \$36.75 | \$85.75 |
| 4 | \$25.73 | \$60.03 |
| 5 | \$18.01 | \$42.02 |

Example of a 50% payout class:

| # of riders | Entry Fee | Total Purse |
|-------------|-----------|-------------|
| 9 | \$45.00 | \$405.00 |

| Place | Payout | Balance |
|-------|----------------------------|----------|
| 1 | $60.75 + \$8.17 = \68.92 | \$141.75 |
| 2 | \$42.53 | \$99.23 |
| 3 | \$29.77 | \$69.46 |
| 4 | \$20.84 | \$48.62 |
| 5 | \$14.59 | \$34.03 |
| 6 | \$10.21 | \$23.82 |
| 7 | \$7.15 | \$16.68 |
| 8 | \$5.00 | \$11.67 |
| 9 | \$3.50 | \$8.17 |

2. The following are the payout percents for each money class:

Pro Class – 100% payback of all Pro entries

Pro-Am – 50% payback of all Pro-Am entries, 11+ entries will move to a 100% payback

Vet \$\$ – 50% payback of all Vet \$\$ entries

250 \$\$ - 50% payback of all 250 \$\$ entries

N. CLASS DEFINITIONS

1. The following are the descriptions, specifications and restrictions for each NWQN class offered:

Pro: See Section A for rider eligibility, 100% payback of entries (see section M for payback schedule), no cc restrictions

ProAm: See Section A for rider eligibility, 50% payback of entries (see section M for payback schedule), no cc restrictions

450 Expert: Open to A, ProAm and Pro level riders only, no cc restrictions

Production A, B, C: Must be a production based quad, 450cc max, rider placement is skill based

Vet \$\$: Open to ages 30 and up, 50% payback of entries (see section M for payback schedule), no cc restrictions

Vet 30, 40, 50 Open: Must be at least the minimum age for the appropriate class on the date of the event, no cc restrictions

Womens A, B, C: Rider placement is skill based, no cc restrictions

Youth 20 & Under Open: Must be no older than 20 on Jan 1st of the current season, no cc restrictions

300 Open: Open to all ages, modifications are acceptable, but not to exceed 398cc

250 \$\$: Open to all ages, 50% payback of entries (see section M for payback schedule), 296cc max

250 Open: Open to riders 15 years and younger as of Jan 1st of the current season, modifications are acceptable, but must not exceed 296cc

250 Production: Open to riders 15 years and younger as of Jan 1st of the current season, must be a production based quad, 250cc max

Shifter 2 stroke: Open to riders 15 years and younger as of Jan 1st of the current season, 85cc – 125cc max

Shifter 4 stroke: Open to riders 15 years and younger as of Jan 1st of the current season, 150cc – 250cc max

Shifter Open: Open to riders 15 years and younger as of Jan 1st of the current season, 85cc – 125cc 2 stroke max, up to 150cc 4 stroke max

90 Open: Open to all skill levels, modifications are acceptable, See Section B for machine qualifications

90 Amateur: Recommended for the beginner rider, See Section B for machine qualifications

90 Expert: Recommended for the advanced rider, See Section B for machine qualifications

70 Open: Open to all skill levels, modifications are acceptable, See Section B for machine qualifications

70 Amateur: Recommended for the beginner rider, See Section B for machine qualifications

70 Expert: Recommended for the advanced rider, See Section B for machine qualifications

50 Open: Open to all skill levels, modifications are acceptable, See Section B for machine qualifications

50 Amateur: Recommended for the beginner rider, See Section B for machine qualifications

50 Expert: Recommended for the advanced rider, See Section B for machine qualifications

UTV Open: Open to all UTV machines, no cc restrictions, a 3 point harness minimum is recommended for all drivers and passengers.