

Quadcross New England LLC

Official Rule Book

Assumption of Risk

RACING IS A HAZARDOUS SPORT, AND WITH PARTICIPATION BEING VOLUNTARY, NO ENTRANT, QXNE MEMBER AND/OR HIS QXNE ASSOCIATES, SHALL HAVE ANY CLAIM FOR DAMAGES, EXPENSES, LAWSUITS OR OTHERWISE AGAINST QXNE, TRACK AND/OR THEIR RESPECTIVE OFFICERS, AGENTS, AFFILIATES, MANAGERS, OWNERS OR DIRECTORS ARISING FROM DAMAGE TO ANY VEHICLE, PERSONAL INJURY OR DEATH, MONETARY LOSS OF ANY KIND WHATSOEVER. QXNE MEMBER AND HIS QXNE ASSOCIATES WHO VOLUNTARILY PARTICIPATE IN ANY TRACK FACILITY ACTIVITIES, UNCONDITIONALLY, IRREVOCABLY AND INTENTIONALLY, (AND QXNE MEMBER SHALL CAUSE EACH OF HIS/HER QXNE ASSOCIATES TO), WAIVE AND DISCLAIM ANY AND ALL CLAIMS, OF WHATEVER TYPE AND KIND, THEY MAY HAVE AGAINST QXNE, PROMOTER, TRACK AND THEIR RESPECTIVE, OFFICERS, AGENTS, AFFILIATES, MANAGERS OR DIRECTORS. WAIVER, RELEASE OF LIABILITY, INDEMNITY, AND ASSUMPTION OF RISK AGREEMENT OF QXNE MEMBER AGREEMENT IS INCORPORATED HEREIN BY REFERENCE.

AS ACKNOWLEDGED AND AGREED BY QXNE MEMBER ON BEHALF OF HIMSELF/HERSELF AND QXNE ASSOCIATES, QXNE DOES NOT PROVIDE LIABILITY, MEDICAL, OR ANY INSURANCE COVERAGE OF ANY KIND. BEFORE RACING, QXNE MEMBER IS SOLELY RESPONSIBLE TO ENSURE QXNE MEMBER AND ALL OF HIS/HER QXNE ASSOCIATES ARE PROPERLY INSURED AND/OR COVERED. IF YOU ARE CONCERNED ABOUT POSSIBLE INJURY (PERSONAL OR PROPERTY), YOU NEED TO SEEK YOUR OWN PERSONAL INSURANCE POLICY FOR PROTECTION. BY SIGNING YOUR QXNE MEMBER AGREEMENT AND/OR RACE ENTRY FORM, ACKNOWLEDGING THE TRACK OWNER, QXNE, OFFICERS, AGENTS, AFFILIATES, AND DIRECTORS ARE NOT LIABLE TO PROPERTY OR PERSONAL DAMAGE/LOSS, YOU UNDERSTAND BY COMPETING IN A QXNE EVENT THAT YOU AND/OR YOUR CONCERNED PARTIES WILL NOT HOLD TRACK OWNERS, QXNE, OFFICERS, AGENTS, AFFILIATES, OR DIRECTORS LIABLE FOR ACCIDENTS OR LOSS OF LIFE.

General

1. All Quadcross New England LLC (referred to as "QXNE" hereinafter) members, riders/drivers, mechanics, photographers, friends, family, pit crew, parents, legal guardians, authorized adults for competitors under 18 years of age, and all other attendees associated with QXNE member participating in, and/or attending, event(s) with QXNE member (collectively, "QXNE Associates") must read, know and abide by the rules in this rule book and rules of applicable Track for each event (collectively, "Rules"). Not knowing the Rules **WILL NOT** be an acceptable excuse for: violating any Rules, or failure to conform to the Rules or obviating Release, Waiver and Assumptions of the Risk of QXNE Members by signing QXNE Member Agreement ("Release/Assumption of Risk"). Participation as a QXNE member as well as in any event is a privilege, and all QXNE members understand, and shall cause all of his/her QXNE Associates to understand, that violation of Rules can lead to forfeiture of the privileges of a QXNE member and/or participation in event(s) and/or privilege in attending any event.
2. It is the responsibility of each QXNE member to, and cause his/her QXNE Associates to, maintain and engage in the highest safety protocols and read, understand, and abide by, all of the Rules. Each QXNE member must have, and cause each QXNE Associate to have, sufficient medical insurance coverage, and by participation in event, you confirm existence of such coverage.
3. Only persons registered for an event may practice or race on the track for that event. In order to register to participate in a Track event for which QXNE provides notice, participants must first obtain a QXNE membership or QXNE one day event pass.
4. No QXNE member nor any of his/her QXNE Associates may drive, ride or compete at any event unless an adult or if under 18 years old, but **not** less than 4 years old, may only compete with the written consent (signature on liability releases and entry forms provided by the track hosting the event) of his parent, legal guardian or supervising adult authorized by parent, legal guardian pursuant to a notarized authorization, in form and content satisfactory to track hosting the event. The parent, legal guardian or authorized supervising adult must be physically present who, together with applicable QXNE Member, is solely responsible for the health, safety, and action/inaction of such minor at all times during the event through the exit of the event. All notarized statements must be forwarded at least forty-eight (48) hours prior to or on the date of the event to track hosting the event. All releases and waivers provided by the track will be forwarded by the track to QXNE.
5. The referees or officials may ask for proof of age of QXNE member and his/her QXNE Associates. Proof of age must be available at all events, or the QXNE member and/or his/her QXNE Associates may be subject to disqualification and forfeiture of all fees, without recourse, at law or in equity. Acceptable proof of age is considered to be: Birth Certificate, Driver's License, Passport or State-issued ID Card.

6. Neither QXNE member nor any of his/her QXNE Associates may consume, or be under the influence, of intoxicants, alcohol, or drugs. Failure to comply with this requirement may result in termination of QXNE membership and all privileges related thereto, including, without limitation, disqualification of the rider/driver to participate in event(s), removal from the event of QXNE member and QXNE Associates, without refund, forfeiture of all points and participation in any other event(s), termination of QXNE membership, and all other privileges associated with QXNE membership and participation in any and all subsequent event(s) (collectively, "Privilege Forfeiture"). Besides affecting the safety of the event, any such use is inconsistent with the concept of good sportsmanship and is harmful to the sport.
7. By participating in any event, each QXNE member acknowledges and agrees, and QXNE member shall cause each of his/her QXNE Associates to acknowledge and agree, to abide by Rules, including, without limitation, all safety protocols and standards for the sport and those related to release and waiver of liabilities and claims by QXNE member and his QXNE Associates, pursuant to these Rules and Release/Assumption of Risk. In addition, QXNE member confirms, and shall cause his/her QXNE Associates to confirm, that each is responsible for the actions of their families, crew members and all others of their associates and to safeguard others from harm and injury. All QXNE members and their QXNE Associates are expected to conduct themselves in a safe and responsible manner, maintaining the highest safety standards, together with not endangering, but rather, respecting the personhood, property and rights of others at all times.
8. QXNE member and his QXNE Associates who direct foul and abusive language during an event to a QXNE or track official or staff member(s) or any other(s) are subject to penalties including but not limited to disqualification from the entire event, terminating QXNE membership, removal from the event, and forfeiture of all points and participation in any other event(s) and any and all other Privilege Forfeiture.
9. No abusive, disrespectful, derogatory, offensive, etc. behavior will be tolerated on any social media pages. Any such behavior will result in penalties ranging from warnings to being banned from QXNE and imposition of any and all other Privilege Forfeiture, at the discretion of QXNE officials.
10. Fighting will not be tolerated. If QXNE member and/or his/her QXNE Associates engage in fighting, disqualification from the specific event and any and all other Privilege Forfeiture may result at the discretion of QXNE. The police may be called, and charges may be filed. Those involved in, or connected with, an altercation, QXNE member, the rider/driver and any or all of their QXNE Associates by action or inaction may be banned from the event, from the entire season, suspended permanently from QXNE membership, forfeiture of all points and participation in any other event(s) and any and all other Privilege Forfeiture.
11. Any form of deliberate retaliation by a QXNE member and/or his/her QXNE Associate will not be tolerated. Retaliation may result in QXNE member and his/her QXNE Associate being disqualified from the specific race/event, and may be banned for the rest of the season, or removed permanently as a QXNE member and/or participate in any other event(s) together with imposition of any and all other Privilege Forfeiture.
12. Each QXNE member and his/her QXNE Associate must assess for themselves, the track, facilities, existing conditions, weather and otherwise, and all other matters relating to safety before determining to participate in, and/or attend, any event, as each is responsible for his/her safety and that for all of his QXNE Associates. All QXNE members and his/her QXNE Associates must rely on his/her own judgment in determining whether to participate in each event, and assume all risks of participating in each such event notwithstanding any determination by track to hold the event or others to participate in the event.
13. QXNE does not set engineering and design standards for tracks or equipment used in events. QXNE member is solely responsible for the safety of vehicle(s) participating in any event(s) as well as his/her safety and that of his/her QXNE Associates, the safety of QXNE member and personal property and all others of his/her QXNE Associates and his/her ability to negotiate each individual track or course. Participants who doubt the competence of track officials, have concerns about the safety of the course, concerns about their own ability to negotiate the course, are uncertain about the condition of their vehicle, or doubt the competence of fellow competitors, should not participate.
14. All QXNE members must, and must cause all of his/her QXNE Associates to, observe and comply with the Rules and maintain highest safety standards (for person and property).
15. All QXNE members and all of his/her QXNE Associates must be able to control his/her ATV or SXS at all times, and to ride/drive it safely. This includes but is not limited to stopping, starting, standing still, steering, mounting, and dismounting. Officials and referees at an event have the authority to disqualify a rider who fails to comply with any of the rules herein, applicable Track rules or who can't safely control their ATV or SXS.
16. All decisions about the interpretation of these Rules are by QXNE and/or track, as the case may be. All decisions by QXNE and/or track, as the case may be, are final, binding and conclusive.
17. QXNE may appoint temporary officials to help with ministerial matters at any event if needed. The track hosting the event has the responsibility for conducting the event including, without limitation, conditions of track and facility.

18. Vandalizing or stealing of any property belonging to QXNE, track/facility, or any other person or party is strictly prohibited, and such actions will result in immediate penalties, removal/disqualification from events, immediate termination of QXNE membership, forfeiture of all points and privileges and possible, criminal charges and/or all other legally available remedies.
19. Trash is "Carry in-Carry out" at all events unless stated otherwise at a specific event. **DO NOT** leave your trash behind! Any cost(s) and expense(s) incurred by QXNE in removing any trash left behind by any QXNE member and/or QXNE Associate shall be billed to applicable QXNE member who must reimburse QXNE promptly or risk termination of QXNE membership and any and all other Privilege Forfeiture.
20. QXNE holds the right within its discretion at any time, but not the obligation, to impose any and all Privilege Forfeiture including, without limitation, to deny or withdraw membership to any person, to remove any person and/or disqualify any rider/driver from any event, at any time, for any or no reason without any refund.
21. QXNE holds the right within its discretion at any time, but not the obligation, to suspend or terminate membership, and ban any persons from attending and or participating in any events at any time, and imposing any and all additional Privilege Forfeiture, for any reason or no reason, without refunds of any kind.
22. Each QXNE member is solely responsible for his actions/inactions and all of his/her QXNE Associates for which QXNE member hereby indemnifies and holds harmless QXNE and its affiliates, individually and collectively, from any and all liability(ies), damages, costs and expenses occasioned thereby resulting from foregoing action(s) and/or inaction(s). Any detrimental action taken by QXNE member or his/her QXNE Associate may result in penalties, including disqualification of the rider/driver and all others of their QXNE Associates from the event and forfeiture of all points and participation in any and all other event(s) and imposition of any and all Privilege Forfeiture.

Inclement Weather

1. Events may be conducted regardless of weather conditions, as determined by the applicable track hosting the event, which has sole control over the safety requirements of the track and event, including whether or not to hold an event based on weather conditions, but QXNE member is solely responsible for his safety and that of his QXNE Associates, including on deciding ultimately whether or not to participate in an event.
2. In the situation that the forecasted weather conditions look unfavorable prior to an event, track officials monitoring the forecast ultimately make the decision to hold or cancel that event by Friday morning at 11am. Please keep in mind that weather conditions can be very unpredictable. It is possible that on Friday morning the forecast looks good enough to race, and the decision is made to proceed with the event, but by Saturday or Sunday conditions have worsened enough to require a last-minute cancelation. It's also possible that the forecast on Friday morning is bad enough to warrant event cancelation, but by Saturday or Sunday the conditions have improved enough to have had the event. Once an event is cancelled, however, the event will not be reinstated, even if conditions improve.
3. In the event of rain or other unfavorable conditions, it may be necessary, in the sole discretion of QXNE and track officials, to alter the order of an event schedule, including but not limited to adjusting the length of the race or delaying or stopping the program completely. Should a delay occur, every effort will be made to resume the schedule in a timely fashion if conditions significantly improve, as determined by the applicable track hosting the event, which has sole control over the safety requirements, during the course of the day. Once the practice or race day begins, no money will be refunded or carried over to any other event(s), regardless of the schedule being altered or the race(s) being stopped completely.
4. If race entry fees or practice fees have been collected, but a last-minute cancelation occurs BEFORE any machines have touched the track, no refunds of such collected fees will be needed, but those fees will be carried over to the next event at that track that season. If you cannot make the next event at that track that season, contact QXNE by the Thursday prior to that next event to receive a refund. If there is no other event at that track that season, refunds will be issued.
5. Gate fees will not be refunded. That money will be used to cover the staffing and preparation expenses the track incurs, even when an event is cancelled.
6. QXNE may reschedule a cancelled event for a later date, at the same or different track. As much notice as possible will be given if an event is rescheduled. It may not be possible to reschedule cancelled events.

Safety Alert

Each QXNE member is solely responsible for his safety, that of his QXNE Associates as vehicles of QXNE Member and his QXNE Associates. In furtherance these responsibilities, QXNE Member should consider the following:

- You should be aware that ATVs and SXSs are not toys and may be dangerous to operate.
- To avoid death or severe personal injury never ride an ATV or SXS without proper instruction. Take a training course. Beginner riders/drivers should receive training from a certified instructor.

- Never allow a child under 16 to ride an ATV or SXS without adult supervision. Children need to be watched carefully because not all children have the strength, size, skill or judgment needed to ride an ATV or SXS safely.
- Never ride an ATV or SXS after consuming alcohol or drugs.
- Never ride an ATV or SXS without an approved helmet and goggles. You should also wear boots, gloves, heavy trousers and a long-sleeve shirt.
- Always be extremely careful when riding an ATV, especially when approaching hills, turns and obstacles and when riding on unfamiliar or rough terrain.
- No consumption of alcohol, drugs or other intoxicants by QXNE member and all of his QXNE Associates.
- For more information about ATV safety, call the ATV Safety Institute at (800) 887-2887, or go to www.ATVSafety.org.
- WARNING: Motor vehicle mishaps, in competition or otherwise, can result in injury or death, which is heightened when minors participate. Minors without parental consent or supervision should never use motor vehicles.
- Be knowledgeable of all safety requirements of your vehicles and the track.
- Safeguard the safety of yourself and all of your QXNE Associates and all others.
- Maintain good and adequate medical insurance.

Registration

1. All members/riders/drivers must be present at registration for practice and/or racing prior to participating in an event. If under 18 years old, the member/rider/driver must have their parent or legal guardian or authorized adult present as well, provide proof of age and parenthood, guardianship or authorization.
2. All members/riders/drivers are required to sign up/register for each individual event with designated personnel in order to participate in each event, and sign any and all applicable waivers.
3. All members/riders/drivers must be signed up and registered for practice or racing before riding/driving their machine anywhere on the facilities property.
4. All members/riders/drivers must have their QXNE membership or one day event pass before registering for race classes, and must show proof of QXNE membership or one day event pass at registration.
5. Proof of age, authority of adult accompanying minor and medical insurance must be available at rider/driver registration or upon request by QXNE officials.
6. Members/Riders/drivers may only register for practice groups in which they are eligible by skill level, that correspond with their race class(s) (if racing), and in which their machine is eligible by size.
7. All classes must have a minimum of 5 registered members/riders/drivers. If less than 5 members/riders/drivers register for a class, that class may be eliminated at the discretion of QXNE officials. Whenever possible, members/riders/drivers from an eliminated class will be incorporated into another class. If not possible, or if the QXNE member/rider/driver so chooses, the member/rider/driver will receive a refund only of their race registration fees.
8. The racing number a rider registers during sign up must be the number on the machine/rider when that rider races. If QXNE member/rider/driver must use a different machine because of a mechanical failure, etc., the QXNE member/rider/driver must confirm their registered racing number, and only their racing number, is on the machine they are racing, or change their racing number to match the number on the machine with registration before the moto begins, with all numbers meeting the number plate and number requirements in this Rulebook. Any number that doesn't match identically must be covered up or removed. This is critical for proper scoring. Failure to comply will result in disqualification from the moto.

Media Release

Photos and videos will be taken at all events. By signing the registration form, a QXNE member, on behalf of him/herself and QXNE Associates (who shall secure all necessary consents from QXNE Associates) hereby releases his/their respective image for use in advertising, promotional videos, brochures, event fliers, social media posts, and all other media types in perpetuity.

Vendors

Marketing and/or selling of any products, services, or concessions must first be approved by QXNE and the applicable track.

Time schedule

****All times are approximate and subject to change. Check each event information for exact times****

Friday: Gates are open from 4pm-10pm

Saturday: Gates are open 7am-10pm

Practice registration is 7am-3pm (some tracks may do race registration on Saturday as well)

Practice is 9am-4pm

Tech inspection is open 2pm-5pm

Sunday: Gates are open 6am-end of event

Race registration/sign up is 7am-9am

Tech inspection is open 7am-9am

Morning practice is at 9am

Racing to start immediately after morning practice ends (approximately 10am)

Equipment and Standards

Each QXNE member is solely responsible for the safety of all vehicle(s) participating in event operated by QXNE member and all other QXNE Associates and compliance with the following equipment used in competition must meet the following standards, except as otherwise specifically provided for in this rule book or as otherwise specifically provided by the track/facility. When the rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the QXNE member/rider/driver to select components, materials and/or fabricate the same, so that the components will perform safely in events and consistent with highest safety standards. All classes are considered modified unless stated otherwise.

Required for all ATVs:

1. Full-face helmet that is Snell or DOT approved
2. Shatterproof goggles or shatterproof face shield
3. Long pants and long sleeve shirt
4. Boots that cover the ankle with laces or buckles
5. Tether kill switch - functional tether type mechanical kill device attached to the vehicle and to the rider, so that the engine ignition is cut off at any time when the rider becomes separated from the ATV.
6. Nerf bars - The bars should be covered with a material so as to prevent the rider's feet from going below the bars. Webbing or plastic mesh are accepted materials. No sharp protruding or open tubing ends are allowed. The bars should be securely mounted (welded or bolted) to the frame
7. Number plates/numbers (see number plate section for details).
8. Maximum width is 50 inches in all ATV classes
9. Control levers must have ball ends; axle nuts must have cotter pins or clips; glass components/lights must be covered or removed; horns, bells or other sound devices are prohibited.
10. Machines may be bored or stroked in order to increase engine displacement, so long as the class displacement limit is not exceeded.
11. Reducing the engine displacement to meet class limits is not permitted (no downsizing) in youth classes.
12. All engines used in competition must be production model ATV engines, or single cylinder production model motorcycle engines available for sale to the general public.
13. **Electric motors are prohibited in all classes except where specifically stated otherwise in the individual rules for that class.**
14. Superchargers, turbochargers and nitrous oxide kits are prohibited.
15. ATVs shall have functional front and rear brakes unless the ATV was manufactured with just rear brakes. The machine must have all brakes as originally manufactured or better.
16. All frame, chassis, and suspension parts must be manufactured in a safe manner, and any modifications to these parts must also be done in a safe manner.
17. All front and rear bumpers must be of a tubular design with no sharp protruding edges. Mud screens are permitted as long as no sharp edges are exposed.
18. Leaking gas tanks or fittings, as well as temporary makeshift repairs, are prohibited.
19. ATVs must be fitted with a self-closing throttle.

20. Exhaust system must be complete with an appropriate, fully packed, functional silencer. No open headers or straight pipes permitted. An excessively loud exhaust will result in tech inspection failure and machine disqualification at the discretion of QXNE or track officials.
21. 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 event when necessary.

****Note for all ATV riders****

The following equipment is recommended for your safety, but not required:

- Gloves
- Chest protector
- Neck brace
- Knee braces
- MX boots
- MX jersey
- MX pants

Required for all ATCs:

1. Full-face helmet that is Snell or DOT approved
2. Shatterproof goggles or shatterproof face shield
3. Long pants and long sleeve shirt
4. Boots that cover the ankle with laces or buckles
5. Tether kill switch - functional tether type mechanical kill device attached to the vehicle and to the rider, so that the engine ignition is cut off at any time when the rider becomes separated from the ATC.
6. Nerf bars - The bars should be covered with a material so as to prevent the rider's feet from going below the bars. Webbing or plastic mesh are accepted materials. No sharp protruding or open tubing ends are allowed. The bars should be securely mounted (welded or bolted) to the frame
7. Number plates/numbers (see number plate section for details).
8. Maximum width is 50 inches in all ATC classes
9. Control levers must have ball ends; axle nuts must have cotter pins or clips; glass components/lights must be covered or removed; horns, bells or other sound devices are prohibited.
10. Machines may be bored or stroked in order to increase engine displacement, so long as the class displacement limit is not exceeded.
11. All engines used in competition must be production model ATV engines, or single cylinder production model motorcycle engines available for sale to the general public.
12. Electric motors are prohibited in all classes except where specifically stated otherwise in the individual rules for that class.
13. Superchargers, turbochargers and nitrous oxide kits are prohibited.
14. ATCs shall have functional front and rear brakes unless the ATC was manufactured with just rear brakes. The machine must have all brakes as originally manufactured or better.
15. All frame, chassis, and suspension parts must be manufactured in a safe manner, and any modifications to these parts must also be done in a safe manner.
16. All front and rear bumpers must be of a tubular design with no sharp protruding edges. Mud screens are permitted as long as no sharp edges are exposed.
17. Leaking gas tanks or fittings, as well as temporary makeshift repairs, are prohibited.
18. ATCs must be fitted with a self-closing throttle.
19. Exhaust system must be complete with an appropriate, fully packed, functional silencer. No open headers or straight pipes permitted. An excessively loud exhaust will result in tech inspection failure and machine disqualification at the discretion of QXNE or track officials.
20. 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 event when necessary.

****Note for all ATC riders****

The following equipment is recommended for your safety, but not required:

- Gloves
- Chest protector
- Neck brace
- Knee braces
- MX boots
- MX jersey
- MX pants

Required for ALL SXSs:

1. Full-face helmet that is Snell or DOT approved
2. Shatterproof goggles or shatterproof face shield
3. Long pants and long sleeve shirt
4. Boots that cover the ankle with laces or buckles
5. 4-point safety harness minimum.
6. Doors and protective window netting are required to keep driver's arms and legs inside vehicle at all times.
7. Must have a fully charged fire extinguisher on board and mounted with a quick release type mechanism, in an easily accessible location for the driver and emergency personnel outside the vehicle. Location must be approved by QXNE Referee.
8. Number plates must be mounted vertically behind the driver/passenger window on both sides of the vehicle and meet the requirements set forth in the number plate section of this rule book.
9. Horns, bells, stereos, and other sound devices are prohibited from being used during competition.
10. No hazardous front or rear bumpers, nerf bars, frame heads, or other protruding objects from vehicles are permitted. Ends must be capped and rounded to prevent any sharp edges.
11. Machines may be bored or stroked in order to increase engine displacement, so long as the class displacement limit is not exceeded.
12. Reducing the engine displacement to meet class limits is not permitted (no downsizing) in youth classes.
13. All engines used in competition must be production model powersports engines available for sale to the general public.
14. **Turbochargers and Superchargers are permitted.** Nitrous oxide kits are prohibited.
15. SXSs shall have functional front and rear brakes unless the SXS was manufactured with just rear brakes. The machine must have all brakes as originally manufactured or better.
16. All frame, chassis, and suspension parts must be manufactured in a safe manner, and any modifications to these parts must also be done in a safe manner.
17. Leaking gas tanks or fittings, as well as temporary makeshift repairs, are prohibited.
18. Exhaust system must be complete with an appropriate, fully packed, functional silencer. No open headers or straight pipes permitted. An excessively loud exhaust will result in tech inspection failure and machine disqualification at the discretion of QXNE or track officials.
19. 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 event when necessary.

****Note for all SXS drivers****

The following equipment is recommended for your safety, but not required:

- 5-point safety harness
- Gusseted or aftermarket roll cage
- Fire-retardant racing suit
- Head and neck restraint
- Windshield area rock guard
- Racing seat
- Roof panel
- Rear view mirror

Number Plates

ATVs:

1. ATV's must have number plates with numbers securely mounted on the front bumper and rear grab bar.
2. Plates may not be mounted to the handlebars.
3. For single-digit and two-digit numbers, plates may be mounted vertically. For three digits numbers, plates must be mounted horizontally.
4. No graphics are allowed on number plates.
5. Colored outlines and names will be permitted as long as they do not impede the visibility and legibility of the numbers.
6. Number plates and numbers shall be of contrasting colors, clear, legible, and without obstructions.
7. The following contrasting color combinations are highly recommended. All color combinations must meet QXNE referee approval:
 - a. White background with black numbers
 - b. Black background with white numbers
 - c. Yellow background with black numbers
 - d. Blue background with white numbers
 - e. Green background with white numbers
 - f. Red background with white numbers (reserved for points leader only in ATV Pro and SXS Pro classes but not required, available to anyone in all other classes)
8. Numbers on rear grab bar plate must be at least 4" in height and be of proportional width, with adequate space between digits to be clearly legible from a distance of 50 feet. Must meet QXNE Referee approval.
9. Numbers on front bumper plate must be at least 4" in height and be of proportional width, with adequate space between digits to be clearly legible from a distance of 50 feet. Must meet QXNE Referee approval.
10. If the ATV has a number on the front hood that is at least 4" in height, of proportional width, with adequate space between digits and is clearly legible from a distance of 50 feet, the front bumper number may be smaller than 4" with QXNE Referee approval.
11. All numbers on the machine and rider must be the same.
12. It is HIGHLY recommended that all ATVs also have clear, legible numbers on the front hood and rear fenders but not required.
13. It is HIGHLY recommended that all riders also have a clear, legible number on the back of their jersey or chest protector but not required.
14. Number plate and number rules will be strictly enforced.
15. If the number plates and numbers on the ATV do not meet these requirements you will not pass tech inspection, and the machine will be disqualified from all motos until the number plates and numbers are brought into compliance with the requirements herein this rule book.
16. Racing numbers will be automatically reserved for the member that held that number, in the same class in which they raced the previous year until March 1st, if eligible to race that class again. If a member changes classes, their previous number is not reserved in the new class. After March 1st, previous year numbers will no longer be reserved in any class.

ATCs:

1. ATC's must have number plates with numbers securely mounted above the front fender and on the rear grab bar.
2. Plates may not be mounted above the handlebars.
3. For single-digit and two-digit numbers, plates may be mounted vertically. For three digits numbers, plates must be mounted horizontally.
4. No graphics are allowed on number plates.
5. Colored outlines and names will be permitted as long as they do not impede the visibility and legibility of the numbers.
6. Number plates and numbers shall be of contrasting colors, clear, legible, and without obstructions.
7. The following contrasting color combinations are highly recommended. All color combinations must meet QXNE referee approval:
 - a. White background with black numbers

- b. Black background with white numbers
 - c. Yellow background with black numbers
 - d. Blue background with white numbers
 - e. Green background with white numbers
 - f. Red background with white numbers (reserved for points leader only in ATV Pro and SXS Pro classes but not required, available to anyone in all other classes)
8. Numbers on rear grab bar plate must be at least 4" in height and be of proportional width, with adequate space between digits to be clearly legible from a distance of 50 feet. Must meet QXNE Referee approval.
 9. Numbers on front number plate must be at least 4" in height and be of proportional width, with adequate space between digits to be clearly legible from a distance of 50 feet. Must meet QXNE Referee approval.
 10. All numbers on the machine and rider must be the same.
 11. It is HIGHLY recommended that all ATCs also have clear, legible numbers on the rear fenders but not required.
 12. It is HIGHLY recommended that all riders also have a clear, legible number on the back of their jersey or chest protector but not required.
 13. Number plate and number rules will be strictly enforced.
 14. If the number plates and numbers on the ATC do not meet these requirements you will not pass tech inspection, and the machine will be disqualified from all motos until the number plates and numbers are brought into compliance with the requirements herein this rule book.
 15. Racing numbers will be automatically reserved for the member that held that number, in the same class in which they raced the previous year until March 1st, if eligible to race that class again. If a member changes classes, their previous number is not reserved in the new class. After March 1st, previous year numbers will no longer be reserved in any class.

SXSs:

1. SXSs must have number plates with numbers on both sides of vehicle, mounted behind driver/passenger windows. Numbers must be at least 4" in height and be of proportional width, with adequate space between digits to be clearly legible from a distance of 50 feet. Must meet QXNE Referee approval.
2. For single-digit and two-digit numbers, plates may be mounted vertically. For three digit numbers, plates must be mounted horizontally.
3. No graphics are allowed on number plates.
4. Colored outlines and names will be permitted as long as they do not impede the visibility and legibility of the numbers.
5. Number plates and numbers shall be of contrasting colors, clear, legible, and without obstructions.
6. The following contrasting color combinations are highly recommended. All color combinations must meet QXNE referee approval:
 - a. White background with black numbers
 - b. Black background with white numbers
 - c. Yellow background with black numbers
 - d. Blue background with white numbers
 - e. Green background with white numbers
 - f. Red background with white numbers (reserved for points leader only in ATV Pro and SXS Pro classes but not required, available to anyone in all other classes)
7. All numbers on the machine must be the same.
8. It is recommended that all SXSs also have clear, legible numbers on the front and rear of the machine but not required.
9. Number plate and number rules will be strictly enforced.
10. If the number plates and numbers on the SXS do not meet these requirements you will not pass tech inspection, and the machine will be disqualified from all motos until the number plates and numbers are brought into compliance with the requirements herein this rule book.
11. Racing numbers will be automatically reserved for the member that held that number, in the same class in which they raced the previous year until March 1st, if eligible to race that class again. If a member changes classes, their previous number is not reserved in the new class. After March 1st, previous year numbers will no longer be reserved in any class.

Tech Inspection

1. ALL ATVs and SXSs MUST SUBMIT TO, and PASS, visual tech inspection consistent with Section 2 immediately below performed BEFORE going to the starting gate to be eligible to participate at each event. Tech inspections will generally be held Saturday afternoon and Sunday morning prior to the race. If QXNE member or his/her QXNE Associate shows up to the starting gate without proper tech inspection approval stickers, they will not be allowed to race and WILL BE DISQUALIFIED from the entire event, forfeiting all fees paid without refunds.

The standard visual tech inspection to be completed may be performed at every event and will include checking all items listed in the "Equipment and Standards" section of this Rule book, **excluding engine displacement**. Tech inspector may also include checking machine for excessively worn out/unsafe components such as, but not limited to: wheel bearings, ball joints, tie rod ends, heim joints, shocks, carrier bearings, etc. which can be observed by a visual inspection.

2. **Notwithstanding any visual tech inspection or the securing of a tech inspection approval sticker, again, the ultimate responsibility for the safety of the vehicle(s) remains the sole responsibility of the QXNE member and each rider/driver.**
3. The width of the ATV will be considered legal provided that the wheels don't lift the spreader bar off the ground with the ATV in normal ride height, as the ATV is ridden through the 50-inch-wide spreader bar.
4. The referee or any other official has the authority to disqualify any machine QXNE member and/or QXNE Associate that doesn't conform to the Rules, and may inspect any part of a machine entered into an event. A machine that passes a pre-race visual tech inspection is subject to further inspection or protest at any time during the event.
5. Any QXNE member or his/her QXNE Associate who refuses to turn over their machine for inspection or measurement at the request of the referee or any other officials is automatically disqualified from the event, forfeiture of all fees (no refunds on disqualification) and such other Privilege Forfeiture as determined by QXNE.

Production Rule

OEM engine 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. The production rule only applies where it is called for in specific classes.

Rider Eligibility and Classification

1. In all ATV classes, the QXNE member and each of his/her QXNE Associates must meet the following criteria: With member/rider/driver in normal riding position with hands on the handlebars, there must be a bend in the elbows, fingers must reach all control levers. A member/rider/driver in a standing position on foot pegs must have 3 inches of space between seat and rider's inseam.
2. A QXNE member may move to the next higher age class after a birthday which makes them become age eligible, or they may remain in their original age class for the remainder of the season. Once a QXNE member moves to the next higher age class, they may not move back to the lower age class. Points earned in a lower age class won't transfer to the higher age class. Lying about, or falsifying proof of age documents, will result in penalties including but not limited to disqualification from event, loss of points, and/or QXNE membership termination and forfeiture of all fees without recourse at law or in equity.
3. Any QXNE member who participates in a higher classification at any QXNE event, or other local or national ATV MX event, will be considered as having advanced to that higher classification and may not return to the lower class.
4. A QXNE member returning to competition after several years without competing must return to the class level in which they last competed. A QXNE member must get approval from QXNE officials to be reverted to a lower class, and cannot move down automatically. Failure to comply with this requirement may result in disqualification from the event and forfeiture of all fees without recourse at law or in equity.
5. QXNE members who wish to contest advancement or want to return to a lower class must be only those who are considered completely non-competitive in the class they are leaving, and will not dominate the class in which they are returning.
6. QXNE officials have the right to move a member/rider/driver from one class to another if the official believes that the member/rider/driver is unsafe for that class, or if they are "sandbagging".

Note: Failure to satisfy eligibility above or in any instance for which a penalty(ies) may be assessed, may result in any and all Privilege Forfeiture.

“Youth” classes:

- Any rider/driver age 4-15 years old
- Age 16-17 allowed in Youth All-Star class only
- Youth riders may compete in an amateur class so long as they are age eligible and meet all other class requirements. However, youth riders may not compete in an amateur “A” or “Pro-Am” class.

“C” classes:

- Beginner amateur riders
- Novice skill level riders
- Must meet specific age requirements listed in for each class listed in Race Classes section of this rule book.
- Age eligible youth riders with appropriate skill level
- Riders advancing out of the youth classes
- Top 3 in season ending championship points must advance to the B level the following year.

“B” classes:

- Amateur riders with some prior racing experience
- Intermediate skill level riders
- Must meet specific age requirements listed in for each class listed in Race Classes section of this rule book.
- Age eligible youth riders with appropriate skill level
- Riders advancing out of the youth classes with approval from QXNE referee
- Riders advancing out of the C classes
- Top 3 in season ending championship points must advance to the A level the following year.

“A” classes:

- Amateur riders with significant prior racing experience
- Expert skill level riders
- Riders 16+ years old
- A level riders are not permitted to compete in any youth classes
- Riders advancing out of the B classes
- Top 5 riders in season ending championship points may be eligible to advance to the Pro level the following year, but advancement is not required. Advancement to Pro requires QXNE Referee approval.

“Pro-Am” class:

- Riders meeting the requirements for “A” classes or ATV “Pro” class.

ATV “Pro” class:

- Professional skill level riders
- Riders 16+ years old
- Must have significant prior racing experience at an expert or higher level in a discipline that translates to the skills needed to race an ATV at the top level.
- Average lap times must be competitive with other average pro rider lap times.
- To be eligible to run the pro class the rider must have competed in the QXNE pro class in the past, or show proof of past competition in another ATV MX series pro level class, or have finished in the top 5 season ending championship standings of a QXNE A class (25+ A excluded), or show proof of finishing in the top 5 season ending championship standings of another ATV MX series expert level class, and have QXNE referee approval.
- Pro level riders are not permitted to race in any other ATV class except Pro-Am.
- Pro level rider classification requires QXNE referee approval. Decision of QXNE referee is final.

Race Classes

Youth Classes:

50cc Beginner

- Rider's must be 4-9 years old to be eligible to race this class.
- 50cc maximum 2 stroke and 4 stroke engine displacement.
- ATVs in this class must be stock, single speed, automatics.
- The only modifications permitted are wheels, tires, handlebars, controls, brake components, and purely cosmetic items.
- Stock running boards/foot wells will be accepted in place of nerf bars in this class.
- No other performance modifications are permitted in this class.
- No hybrids permitted in this class.
- There is a 3-season limit in this beginner class. After 3 years of experience in this class, the racer is no longer considered a 50cc beginner. After 3 seasons, all racers must advance to a higher class. This class is for beginners only and must remain so.
- If a racer is 6 years old or older on April 1st starting a new season, and finished in the top 2 of the season overall standings in either of the previous 2 years, they are no longer eligible to run the 50cc Beginner class, and must advance to a higher class, even if in the class for less than 3 seasons.

50cc Modified

- Rider's must be 4-9 years old to be eligible to race this class.
- 50cc maximum 2 stroke and 4 stroke engine displacement.
- All ATV brands are permitted in this class as long as they meet the displacement rule.
- Hybrids are permitted in this class.
- "Shifter" ATVs are permitted in this class
- All engine modifications are permitted as long as they meet the class displacement rule, and don't violate any other rules set forth herein this rule book.
- All chassis modifications are permitted as long as they don't violate any other rules set forth herein this rule book.

70cc Automatic

- Rider's must be 6-11 years old to be eligible to race this class.
- 70cc maximum 2 stroke and 4 stroke engine displacement.
- ATVs in this class must be single speed automatics.
- Frames may be gusseted for added strength.
- Frame geometry must not be modified.
- Bolt on suspension modifications are permitted.
- MUST follow the Production Rule.
- Hybrids are not permitted in this class.
- No Cobra, JC, JB, etc.
- All engine modifications are permitted as long as they meet the class displacement rule, and don't violate any other rules set forth herein this rule book.
- All other chassis modifications are permitted as long as they don't violate any other rules set forth herein this rule book.

70cc Modified

- Rider's must be 6-11 years old to be eligible to race this class.
- 70cc maximum 2 stroke and 4 stroke engine displacement.
- 71-125cc 4 stroke engine displacement allowed but MUST follow the production rule.
- All ATV brands are permitted in this class as long as they meet the class displacement rule.
- Hybrids are permitted in this class.

- “Shifter” ATVs are permitted in this class.
- All chassis modifications are permitted as long as they don’t violate any other rules set forth herein this rule book.

90cc Beginner

- Rider’s must be 7-14 years old to be eligible to race this class.
- 2 stroke engine displacement must be 51-90cc.
- 4 stroke engine displacement must be 51-125cc.
- No Cobra, DRR, Apex, Hybrid, or other race ready ATVs permitted.
- ATVs in this class must be stock.
- The only modifications permitted are wheels, tires, handlebars, controls, brake components, and purely cosmetic items.
- Stock running boards/foot wells will be accepted in place of nerf bars in this class.
- No other performance modifications are permitted in this class.
- There is a 3-season limit in this beginner class. After 3 years of experience in this class, the racer is no longer considered a 90cc beginner. After 3 seasons, all racers must advance to a higher class. This class is for beginners only and must remain so.
- If a racer is 9 years old or older on April 1st starting a new season, and finished in the top 2 of the season overall standings in either of the previous 2 years, they are no longer eligible to run the 90cc Beginner class, and must advance to a higher class, even if in the class for less than 3 seasons.

90cc Automatic

- Rider’s must be 7-14 years old to be eligible to race this class.
- 2 stroke engine displacement must be 51-90cc.
- 4 stroke engine displacement must be 51-125cc.
- ATVs in this class must be single speed automatics.
- Frames may be gusseted for added strength.
- Frame geometry must not be modified.
- Bolt on suspension modifications are permitted.
- MUST follow the Production Rule
- Hybrids are not permitted in this class
- No Cobra, JC, JB, etc.
- All engine modifications are permitted as long as they meet the class displacement rule, and don’t violate any other rules set forth herein this rule book.
- All other chassis modifications are permitted as long as they don’t violate any other rules set forth herein this rule book.

90cc Modified

- Rider’s must be 7-14 years old to be eligible to race this class.
- 2 stroke engine displacement must be 51-90cc.
- 4 stroke engine displacement must be 51-125cc.
- All ATV brands are permitted in this class as long as they meet the class displacement rule.
- Hybrids are permitted in this class.
- “Shifter” ATVs are permitted in this class
- All chassis modifications are permitted as long as they don’t violate any other rules set forth herein this rule book.

Youth Modified

- Rider’s must be 9-15 years old to be eligible to race this class.
- Age 9-11 must have an engine displacement of 71-112cc 2 stroke or 71-150cc 4 stroke.
- Age 12-15 must have an engine displacement of 71-200cc 2 stroke or 71-300cc 4 stroke.
- Hybrids are permitted in this class.

- All engine modifications are permitted as long as they meet the class displacement rule, and don't violate any other rules set forth herein this rule book.
- All chassis modifications are permitted as long as they don't violate any other rules set forth herein this rule book.

Youth All-Star

- Rider's must be 12-17 years old to be eligible to race this class.
- 2 stroke engine displacement must be 91-200cc.
- 4 stroke engine displacement must be 126-300cc.
- 4 strokes with an engine displacement of 301-400cc will also be allowed but MUST follow the production rule.
- Hybrids are permitted in this class.
- All engine modifications are permitted as long as they meet the class displacement rule, and don't violate any other rules set forth herein this rule book.
- All chassis modifications are permitted as long as they don't violate any other rules set forth herein this rule book.

Amateur Classes:

Women

- Rider's must be 13+ years old to be eligible to race this class.
- Age 13-15 must have an engine displacement of 91-200cc 2 stroke or 91-300cc 4 stroke.
- Age 15 may be permitted to have an engine displacement of up to 250cc 2 stroke or 450cc 4 stroke if and ONLY if they can provide QXNE officials with proof of at least 2 full years of prior ATV racing experience.
- Age 16+ is 91cc-Open engine displacement.
- **ATV's powered by electric motors with an equivalent power output of 91cc – Open engine displacement are permitted in this class for age 16+.**
- Hybrids are permitted in this class.
- All engine modifications are permitted as long as they meet the class displacement rule, and don't violate any other rules set forth herein this rule book.
- All chassis modifications are permitted as long as they don't violate any other rules set forth herein this rule book.

Open C

- Rider's must be 14+ years old to be eligible to race this class.
- Age 14-15 are eligible to race this class if and ONLY if they can provide QXNE officials with proof of at least 2 full years of prior ATV racing experience, or receive special approval from the QXNE Referee.
- Age 14 must have an engine displacement of 91-200cc 2 stroke or 91-300cc 4 stroke.
- Age 15 may be permitted to have an engine displacement of up to 250cc 2 stroke or 450cc 4 stroke.
- Only C (novice) level riders are eligible to race this class. See "Rider Eligibility and Classification" section of this rule book.
- Age 16+ is 91cc-Open engine displacement.
- **ATV's powered by electric motors with an equivalent power output of 91cc – Open engine displacement are permitted in this class for age 16+.**
- Hybrids are permitted in this class.
- All engine modifications are permitted as long as they meet the class displacement rule, and don't violate any other rules set forth herein this rule book.
- All chassis modifications are permitted as long as they don't violate any other rules set forth herein this rule book.
- Top 3 riders in season ending championship points must advance to the B level the following year.

Open B

- Rider's must be 15+ years old to be eligible to race this class.
- Age 15 may be permitted to race this class with an engine displacement of up to 250cc 2 stroke or 450cc 4 stroke if and ONLY if they can provide QXNE officials with proof of at least 2 full years of prior ATV racing experience.

- Only B (intermediate) level riders are eligible to race this class. See “Rider Eligibility and Classification” section of this rule book.
- Age 16+ is 91cc-Open engine displacement.
- **ATV’s powered by electric motors with an equivalent power output of 91cc – Open engine displacement are permitted in this class for age 16+.**
- Hybrids are permitted in this class.
- All engine modifications are permitted as long as they meet the class displacement rule, and don’t violate any other rules set forth herein this rule book.
- All chassis modifications are permitted as long as they don’t violate any other rules set forth herein this rule book.
- Top 3 riders in season ending championship points must advance to the A level the following year.

Open A

- Rider’s must be 16+ years old to be eligible to race this class.
- Only A (expert) level riders are eligible to race this class. See “Rider Eligibility and Classification” section of this rule book.
- 91cc-Open engine displacement.
- **ATV’s powered by electric motors with an equivalent power output of 91cc – Open engine displacement are permitted in this class.**
- Hybrids are permitted in this class.
- All engine modifications are permitted as long as they meet the class displacement rule, and don’t violate any other rules set forth herein this rule book.
- All chassis modifications are permitted as long as they don’t violate any other rules set forth herein this rule book.
- Top 5 riders in season ending championship points may be eligible to advance to the Pro level the following year, but advancement is not required. Advancement to Pro requires QXNE Referee approval.
- This class will be 5 laps.

450 C

- Rider’s must be 14+ years old to be eligible to race this class.
- Age 14-15 are eligible to race this class if and ONLY if they can provide QXNE officials with proof of at least 2 full years of prior ATV racing experience, or receive special approval from the QXNE Referee.
- Age 14 must have an engine displacement of 124-200cc 2 stroke or 200-300cc 4 stroke.
- Only C (novice) level riders are eligible to race this class. See “Rider Eligibility and Classification” section of this rule book.
- Age 15+ is 124-450cc 2 stroke and 4 stroke engine displacement.
- Hybrids are permitted in this class.
- All engine modifications are permitted as long as they meet the class displacement rule, and don’t violate any other rules set forth herein this rule book.
- All chassis modifications are permitted as long as they don’t violate any other rules set forth herein this rule book.
- Top 3 riders in season ending championship points must advance to the B level the following year.

450 B

- Rider’s must be 15+ years old to be eligible to race this class.
- Age 15 may be permitted to race this class if and ONLY if they can provide QXNE officials with proof of at least 2 full years of prior ATV racing experience.
- Only B (intermediate) level riders are eligible to race this class. See “Rider Eligibility and Classification” section of this rule book.
- 201-450cc 2 stroke and 4 stroke engine displacement.
- Hybrids are permitted in this class.
- All engine modifications are permitted as long as they meet the class displacement rule, and don’t violate any other rules set forth herein this rule book.
- All chassis modifications are permitted as long as they don’t violate any other rules set forth herein this rule book.

- Top 3 riders in season ending championship points must advance to the A level the following year.

Pro-Am

- Rider's must be 16+ years old to be eligible to race this class.
- Only A (expert) and Pro level riders are eligible to race this class. See "Rider Eligibility and Classification" section of this rule book.
- 201cc - Open engine displacement.
- **ATV's powered by electric motors with an equivalent power output of 201cc – Open engine displacement are permitted in this class.**
- Hybrids are permitted in this class.
- All engine modifications are permitted as long as they meet the class displacement rule, and don't violate any other rules set forth herein this rule book.
- All chassis modifications are permitted as long as they don't violate any other rules set forth herein this rule book.
- A (expert) level riders finishing top 5 in season ending championship points may be eligible to advance to the Pro level the following year, but advancement is not required. Advancement to Pro requires QXNE Referee approval.
- This class will be 6 laps.

25+ C

- Rider's must be 25+ years old to be eligible to race this class.
- Only C (novice) level riders are eligible to race this class. See "Rider Eligibility and Classification" section of this rule book.
- 201cc-Open engine displacement.
- **ATV's powered by electric motors with an equivalent power output of 201cc – Open engine displacement are permitted in this class.**
- Hybrids are permitted in this class.
- All engine modifications are permitted as long as they meet the class displacement rule, and don't violate any other rules set forth herein this rule book.
- All chassis modifications are permitted as long as they don't violate any other rules set forth herein this rule book.
- Top 3 riders in season ending championship points must advance to the B level the following year.

25+ A/B

- Rider's must be 25+ years old to be eligible to race this class.
- Only A (expert) and B (intermediate) level riders are eligible to race this class. See "Rider Eligibility and Classification" section of this rule book.
- 201cc-Open engine displacement.
- **ATV's powered by electric motors with an equivalent power output of 201cc – Open engine displacement are permitted in this class.**
- Hybrids are permitted in this class.
- All engine modifications are permitted as long as they meet the class displacement rule, and don't violate any other rules set forth herein this rule book.
- All chassis modifications are permitted as long as they don't violate any other rules set forth herein this rule book.

30+

- Rider's must be 30+ years old to be eligible to race this class.
- 201cc-Open engine displacement.
- **ATV's powered by electric motors with an equivalent power output of 201cc – Open engine displacement are permitted in this class.**
- Hybrids are permitted in this class.
- All engine modifications are permitted as long as they meet the class displacement rule, and don't violate any other rules set forth herein this rule book.

- All chassis modifications are permitted as long as they don't violate any other rules set forth herein this rule book.

40+

- Rider's must be 40+ years old to be eligible to race this class.
- 201cc-Open engine displacement.
- **ATV's powered by electric motors with an equivalent power output of 201cc – Open engine displacement are permitted in this class.**
- Hybrids are permitted in this class.
- All engine modifications are permitted as long as they meet the class displacement rule, and don't violate any other rules set forth herein this rule book.
- All chassis modifications are permitted as long as they don't violate any other rules set forth herein this rule book.

50+

- Rider's must be 50+ years old to be eligible to race this class.
- 201cc-Open engine displacement.
- **ATV's powered by electric motors with an equivalent power output of 201cc – Open engine displacement are permitted in this class.**
- Hybrids are permitted in this class.
- All engine modifications are permitted as long as they meet the class displacement rule, and don't violate any other rules set forth herein this rule book.
- All chassis modifications are permitted as long as they don't violate any other rules set forth herein this rule book.

2-Stroke Open

- Rider's must be 16+ years old to be eligible to race this class.
- 2-Stroke only.
- 200cc-Open 2-Stroke engine displacement.
- Hybrids are permitted in this class.
- All engine modifications are permitted as long as they meet the class displacement rule, and don't violate any other rules set forth herein this rule book.
- All chassis modifications are permitted as long as they don't violate any other rules set forth herein this rule book.
- Non-points class. Not part of the normal race line-up. May be run at select events.

ATV Pro

- Rider's must be 16+ years old to be eligible to race this class.
- Only Pro level riders are eligible to race this class. See "Rider Eligibility and Classification" section of this rule book.
- 201-450cc 2 stroke and 4 stroke engine displacement.
- Hybrids are permitted in this class.
- All engine modifications are permitted as long as they meet the class displacement rule, and don't violate any other rules set forth herein this rule book.
- All chassis modifications are permitted as long as they don't violate any other rules set forth herein this rule book.
- This class will get 1 site lap before each moto.
- This class will be 8 laps.

ATC Classes:

ATC Open

- Rider's must be 16+ years old to be eligible to race this class.
- Engine displacement must be 91cc-Open
- **ATC's powered by electric motors with an equivalent power output of 91cc – Open engine displacement are permitted in this class.**

- Hybrids are permitted in this class.
- All engine modifications are permitted as long as they meet the class displacement rule, and don't violate any other rules set forth herein this rule book.
- All chassis modifications are permitted as long as they don't violate any other rules set forth herein this rule book.

SXS Classes:

SXS Youth

- Driver's must be 6-14 years old to be eligible to race this class.
- 200cc maximum engine displacement.
- All engine modifications are permitted as long as they meet the class displacement rule, and don't violate any other rules set forth herein this rule book.
- All chassis modifications are permitted as long as they don't violate any other rules set forth herein this rule book.
- No passengers allowed.
- May not be run at all events. Must have 3 or more race entries to be added into the race line-up.

SXS Amateur

- Driver's must be 15+ years old to be eligible to race this class.
- Age 15 may be permitted to race this class if and ONLY if they can provide QXNE officials with proof of at least 2 full years of prior ATV/SXS racing experience.
- 500-1000cc engine displacement.
- All engine modifications are permitted as long as they meet the class displacement rule, and don't violate any other rules set forth herein this rule book.
- All chassis modifications are permitted as long as they don't violate any other rules set forth herein this rule book.
- The only single seater machine permitted is the Polaris RS1.
- No passengers allowed.

SXS Pro

- Driver's must be 16+ years old to be eligible to race this class.
- Driver's must show proof of significant racing experience in a discipline that translates to the skills needed to race a SXS at a high level. This class is not for novice or amateur drivers.
- 800-1000cc engine displacement.
- All engine modifications are permitted as long as they meet the class displacement rule, and don't violate any other rules set forth herein this rule book.
- All chassis modifications are permitted as long as they don't violate any other rules set forth herein this rule book.
- The only single seater machine permitted is the Polaris RS1.
- No passengers allowed.

Race Format, Procedures, and Policies

Note: All race formats, procedures, and policies are subject to change depending on individual track procedures and policies.

General Format

1. The race format will consist of two motos per class with a combined overall result.
2. If there are more riders in a class than the starting gate can accommodate, at QXNE officials' discretion, some riders may start from a second row, behind the first row on the starting gate, or the following procedure will be used:
 - a. Riders will be divided into equal qualifier motos
 - b. The top 8 riders will transfer from each qualifier moto to the final moto.
 - c. All riders who do not qualify for the final moto from the qualifier motos are eligible to compete in the consolation race (LCQ).
 - d. The top 4 riders will transfer from the LCQ moto to the final moto.
 - e. This procedure may be modified accordingly to gate size.

3. Riders advancing from the qualifier motos will transfer their earned points according to their finishing position, i.e., a rider finishing in 1st place will receive 1 point for the moto, a 2nd place finisher will receive 2 points, etc... Riders transferring from the LCQ will transfer their earned points according to the next finishing position, i.e., if 8 riders transferred from each of the qualifier motos, the winner of the LCQ will receive 9 points, and so on. **Note:** These are Olympic scoring system points to determine the event overall class winner, not season championship points.
4. All youth and amateur classes will be 4 laps unless stated otherwise. Open A will be 5 laps. Pro-Am and SXS Pro will be 6 laps. ATV Pro will be 8 laps. Number of laps may be adjusted at the discretion of QXNE officials or track officials when needed. Always race to the checkered flag!
5. Youth and SXS classes may be run on a modified or separate course at the discretion of QXNE officials.
6. The moto officially ends for all riders/drivers at the completion of the lap in which the checkered flag is displayed to the winner.

Starting Procedures

1. First moto or qualifier gate picks will be determined by random computer draw or signup order at Track officials' discretion. The second/final moto gate picks will be determined by first moto/qualifier finishes, with the first qualifier moto taking precedence.
2. The Staging Area and Start Line are "No Smoking" zones.
3. Riders/drivers must start each race with their tether cord properly affixed.
4. Riders/drivers must be staged in the staging area prior to being called to the starting gate. If a rider/driver (or representative) is not there and ready when they are called, they will lose their gate pick.
5. Once a rider/driver pulls into a gate slot, they may not move to another gate unless directed by a QXNE or track official.
6. All starts will be conducted with a mechanical backward-falling gate if possible, or the starter will use a flag to indicate the start.
7. No tools are permitted to groom a dirt start. A broom is the only tool permitted to groom a concrete start. No one is permitted to step over or in front of the start gate. Doing so may result in a penalty as determined by official from a warning up to disqualification and forfeiture of all fees and imposition of any and all Privilege Forfeiture.
8. Once the last rider/driver is in the gate and the track is cleared for the start:
 - a. The 30-second board will be displayed, the 30-second board will be held upright for approximately 30 seconds, and then turned sideways.
 - b. After the board goes sideways, the gate will fall in approximately 5-10 seconds.
 - c. Jumping the gate or flag start may result in a penalty or disqualification from the moto.
 - d. If a rider/driver has a mechanical issue at the gate, the starting gate official will start a 2-minute countdown clock to give rider/driver an opportunity to fix issue. At the end of the 2 minutes the gate will drop and the race will begin regardless if the riders' issue has been resolved. Only one grace period will be given per moto. A grace period will not be given after the board goes sideways.
9. Once the board goes sideways, all non-riders/drivers must step back away from riders/drivers in the starting gate.
10. Classes with similar ability or equipment may be combined and started together, or staggered (double gated), but will be awarded and scored separately.
11. In the case of double gated classes, a 2-minute grace period will only be given before the first gate drops. Once the first classes gate drops, the second class will have approximately 30 seconds before the gate drops for that next class. If a rider/driver in the second class needs the 2-minute grace period, they must ask for it before the first gate drops.
12. Rolling starts are not permitted. The front tires must be within 12 inches of the gates down position. QXNE officials may grant penalties to riders/drivers if they determine a rolling start has occurred.
13. In the case of a flag start, the starter will go down the line and point at each rider/driver to make sure everyone is ready. Once each rider/driver has confirmed they are ready, the starter will place the tip of the flag to the ground. After the tip of the flag touches the ground, the flag will be waved in approximately 5-10 seconds to signal the start of the race.

Race Stoppage/Restart Procedures

1. In the case of a false start (gate malfunction), the race will be restarted with the riders/drivers returning to their original starting positions.
2. A red flag indicates the race is being stopped, as determined by track. Riders/drivers should safely return to the starting gate where QXNE or Track officials will determine if the moto will be restarted or not.

3. If the rider/driver in the lead at the moment the red flag is waved has not completed at least 2 full laps, the race will be restarted from the starting gate once the reason instigating the waiving of the red flag has been resolved, as determined by track, with riders/drivers returning to their original starting positions.
4. If the rider/driver in the lead at the moment the red flag is waved has completed at least 2 laps, but less than 50% of the required laps, the race will be restarted once the reason instigating the waiving of the red flag has been resolved to complete the remainder of laps, by flag from a single file line with riders/drivers positioned in the order of the last officially scored lap.
5. If the race is stopped with 50% or more of the required laps completed, QXNE officials may (a) end the race, with riders/drivers being scored by their positions on the last officially scored lap; or (b) restart the race using the single line format described immediately above, at the complete discretion of QXNE and Track officials.
6. Once a moto has been started for the first time, that is considered the official start of that moto, even if it must be restarted.
7. Once a moto has been officially started, riders/drivers are not permitted to change machines, even if the moto is restarted.
8. In the event of a restart, all riders/drivers must return to the starting area immediately in a safe manner and neither rider/driver nor machine is permitted to return to the pit area. Riders/drivers returning to the pit area will not be eligible for the restart unless directed to do so by a QXNE official.
9. If a machine needs repairs during a race, the rider/driver must move the machine to the mechanics area in a safe manner without outside assistance, in a way that doesn't delay the restart of the moto. All repairs must be completed in the mechanics area. Inside the mechanics area is the only place a rider may receive outside assistance. The restart will not be delayed for repairs to be made.
10. Riders who are not present at the starting gate for the original start of a race, are barred from any subsequent restarts.

Other Race Policies

1. Members/riders/drivers may not exceed first gear idle when traveling to/from their pit area and **must always wear a helmet**.
2. Safety equipment and machine eligibility are the sole responsibility of the member/rider/driver, and QXNE is not responsible in any way for said safety equipment or machine eligibility.
3. The machine a rider/driver starts a moto with is the official machine of the rider/driver for that moto and may not be switched during the moto, even during a restart. However, in the event of a mechanical failure, i.e.: motor failure or unrepairable damage, a backup machine may be used in subsequent motos so long as it meets all the requirements for the class. If a rider/driver wants to switch machines, they must confirm the new machine has the rider's/driver's correct number on it as explained in the number plate section of this Rulebook, and any numbers that don't match must be covered as detailed above. If the rider/driver does not have the correct number on the machine, the rider may be disqualified for that moto.
4. A rider/driver who goes off course (but stays within racecourse boundary) may continue the race by properly re-entering the course at the closest point to where they left the course, without gaining an advantage. If a rider/driver leaves the course for any reason, they must immediately slow down to a safe speed so as not to endanger life, limb, or property of other members/riders/drivers, crew members, family, pit crew, QXNE or track officials, or general public. It will be at the discretion of the referee to determine whether the rider/driver gained an advantage upon re-entry or failed to slow down after leaving the course. A member/rider/driver may be determined to have gained an advantage without gaining a position at the discretion of the QXNE referee.
5. Intentionally cutting the race course is strictly prohibited. When track markers are used to define race lines on a race course, intentionally going over, going through, or any other form of crossing the track markers is considered cutting the race course and may result in penalties, as determined by the QXNE Referee.
6. A machine that leaves the confines of the racecourse boundary after it has officially entered a moto will not be permitted to return to the racetrack.
7. Outside assistance to a rider/driver on the race course is prohibited except when the assistance is given by flagger or race officials for the purpose of controlling an incident and ensuring the incident scene is returned to a safe condition (i.e.: clearing stalled or down machines from the race course, helping downed riders/drivers from the race course, or other safety related concerns at the discretion of QXNE or Track officials). The only exception to this rule is for mini (50/70/90) riders. They may receive minor assistance like restarting a stalled machine, or putting a chain back on to continue the moto, etc., from QXNE or Track officials while still on the race course.
8. If **SPECIFICALLY REQUESTED** by a QXNE or Track official, a mechanic, parent, spectator, or other outside person may help secure an incident scene and return it to a safe condition, but **ONLY** when requested by a QXNE or Track official.

9. All 50cc class and 90cc Beginner class riders may have one parent, guardian, or other authorized adult per rider on the race course during their moto to assist riders as needed. Any parent, guardian, or other authorized adult on the race course is required to wear a fluorescent "hi vis" shirt or vest. Parents, guardians, and other authorized adults must use extreme caution while on the race course, and are solely responsible for their own safety.
10. The "mechanics area" is defined as (1): The area behind the starting gates before the moto starts, until the race leader completes the first lap of the moto. Once the race leader completes the first lap of the moto, behind the starting gates is for staging and preparing for the next moto only, and is no longer considered a mechanics area for the current moto. (2): The area along the side of the track specifically designated and marked by QXNE and Track officials as a mechanics area.
11. Inside the mechanics area is the only place a rider/driver may receive outside assistance to repair a broken machine, restart a stalled machine, etc., after a rider/driver/machine has officially entered the moto. Exception being the mini (50/70/90) riders who may receive minor assistance from QXNE or Track officials while still on the race course.
12. Once a machines rear tires cross over the starting gate, that rider/machine are considered to have officially entered the moto.
13. Other than to assist riders hung up on the starting gate, Mechanics must remain in the Mechanics Area and may not enter or cross the track for any purpose.
14. QXNE member must safeguard against anyone under 16 years old being present in the mechanics area.
15. Once a race machine is hooked to a tow vehicle, it may not re-enter the competition for that moto.
16. During races, radios are permitted between pit crew members, but not with, or between riders/drivers.
17. No mechanics/fans/spectators/parents/children/brothers/sisters/aunts/uncles/cousins/grandparents or other associates of QXNE member allowed on the track at ANY time for ANY reason. The only exceptions are if (1): a 50cc class or 90cc Beginner class rider/driver is on the track, then their one parent, guardian, or other authorized adult may be on the track during their moto, and (2): if assistance from outside personnel is specifically requested by a QXNE or Track official.
18. In the event a rider/driver is being lapped, they must move over and let the faster rider pass. Failure to do so may result in a penalty from a warning to imposition of any and all Privilege Forfeiture.
19. Failure to follow any rules set forth in this rule book may result in a penalty from a warning to imposition of any and all Privilege Forfeiture.

Flags

- Green Flag: Indicates the start of a race or race is in progress.
- Yellow Flag: Indicates a potentially hazardous situation on or near the racetrack. Riders/drivers must exercise caution on the track. Riders/drivers must roll each jump, individually, with no passing, and not gain any advantage. Caution flag protocol commences at the first yellow flag encountered and continues until rider/driver is clear of the scene. If you make a mistake during a yellow flag situation (i.e., pass, jump, close the gap on the rider/driver in front of you, miss the flag completely) you must immediately make every effort to reestablish race order. The penalty for a yellow flag violation may range from a verbal warning to disqualification from the race or entire event, depending on the situation, at the sole discretion of the QXNE referee.
- Red Flag: Indicates the race has been stopped. Reduce speed and immediately proceed safely to the starting area.
- Black Flag: Indicates a problem with your machine or a disqualification. Immediately exit the track. Staff will notify rider/driver of infraction. Black flagged riders/drivers are not permitted to return to the racecourse unless cleared by an official.
- White Flag with Red Cross: Indicates a medical situation on or near the racetrack. Riders/drivers must exercise extreme caution until they are past the area of concern, and follow the same rules as a yellow flag.
- White and checkered flags crossed: Indicates the halfway point of the race. May be given as a courtesy only.
- White Flag: Indicates the final lap of a race. This is a courtesy flag only. Always race to the checkered flag.
- Checkered Flag: Indicates the race or practice session has ended; proceed to the designated track exit. The race is not over until you pass the checkered flag!
- Flag colors and procedures may vary from track to track.

Event Scoring

1. Riders/drivers will be scored in order of finish and laps completed.
2. A rider/driver must cross the finish line on the final lap and receive the checkered flag in order to be scored a finishing position and not receive a DNS or DNF.

3. DNS: A rider/driver who does not report to the starting gate or does not cross the finish line at least once will get a "Did Not Start". A DNS results in 0 moto points.
4. DNF: A rider who starts the race and completes at least 1 lap, but does not cross the finish line on the final lap and receive the checkered flag, will receive a "Did Not Finish" for the moto. A DNF results in last place championship points for the moto.
5. To determine the overall class winner for the event, the Olympic scoring system is used. Points awarded per moto are 1 point for first, 2 points for second, 3 points for third, etc. The rider/driver accumulating the fewest points after both motos is the overall class winner. In case of a tie, the winner is the rider/driver with the better finishing position in the final moto.
Note: These are not season championship points!
6. Riders/drivers who don't have the required number plates/numbers per the number plate section herein this rule book may be disqualified.
7. Pushing a machine across the finish line to be scored is not permitted in any class.
8. It is the rider's/driver's/parent's/guardian's responsibility to ensure the rider/driver is signed up and scored correctly prior to racing, and after each moto.
9. Riders have 30 minutes after each motos results are posted to protest a finish.
10. Event scoring can be very difficult at times. Occasionally mistakes are made and not caught before track awards are handed out. Every effort will be made to correct any missed mistakes before championship points are posted. As a result, sometimes day of track results may differ from corrected championship points results.

Championship Points

1. Season overall championship points will be awarded per moto using the following system:

Moto Finish	Points awarded	Moto Finish	Points Awarded
1 st	30	11 th	10
2 nd	25	12 th	9
3 rd	21	13 th	8
4 th	18	14 th	7
5 th	16	15 th	6
6 th	15	16 th	5
7 th	14	17 th	4
8 th	13	18 th	3
9 th	12	19 th	2
10 th	11	20 th	1

2. In the case that qualifier motos are needed, first moto points will be awarded based on your finishing position in your qualifier. No points will be awarded from LCQ finishes.
3. Only QXNE full season members will receive championship points.
4. One day event pass holders will be scored for the event overall finish, but will not receive championship points.
5. When calculating championship points, one day pass holders (Single Event Members) will not receive points, but will remain in the event finish order. Full season Members will score points according to their actual finish positions.
6. Season ending championships will be determined by the sum of points earned in each class, from each round, aggregate all season. The member with the most points at the end of the season in each class will be the class champion.
7. In the event of a year-end tie in points, the tie will be broken by determining which member had the most 1st place overall event finishes throughout the season. If a tie still exists, the same method will be applied to 2nd place finishes, and so on, until the tie is broken. If the tie cannot be broken in this manner, the higher overall finisher in the last event of the season will be the tie breaker.
8. Championship points will be updated on the QXNE website as soon as possible after each round, typically within 1 week. After the points have been posted, members will have 1 week to check their points standings and report any problems. After that, the points for that event will be considered final and no changes will be made.

9. Top 10 finishers in the overall season ending championship standings of all 50/70/90cc classes will be eligible for year-end awards regardless of the number of events competed in.
10. Top 10 finishers in the overall season ending championship standings of all classes except 50/70/90cc classes must compete in at least 50% of events in that class to be eligible for year-end awards.

Pit Vehicles

1. Pit vehicles (golf carts, mules, mini quads, etc.) may be used only IF the track allows said use. Every track is different and there is no guarantee pit vehicles will be permitted at any track. Pit vehicle privileges may be revoked or terminated for any reason or no reason at the discretion of QXNE or track officials.
2. In order to operate a pit vehicle at a QXNE event, you must be a licensed driver and possess a pit vehicle pass for that event. NO ONE without BOTH a valid driver's license and a pit vehicle pass may operate a pit vehicle. (handicap exceptions may apply at QXNE discretion)
3. To obtain a pit vehicle pass, you must present your valid driver's license to the designated QXNE staff member at sign-up and pay a \$5 pit vehicle fee.
4. Unauthorized pit vehicles may be confiscated for the remainder of the event.
5. Pit vehicle use is not allowed on Fridays. Pit vehicles may be used on Saturdays and Sundays only, when permitted by the track. Saturday curfew is 9 PM, or as otherwise designated by the track.
6. 5 MPH speed limit for all pit vehicles.
7. Pit vehicles are prohibited on the racetrack or anywhere inside the racetrack area, except by authorized QXNE or track officials.
8. Passengers are only permitted on/in pit vehicles that are specifically designed to carry passengers. Manufacturers designated seating capacity may not be exceeded.
9. Pit vehicles may not be operated in a reckless, careless or dangerous manner, nor by anyone under the influence of intoxicants, drugs, or alcohol. All passengers must be seated during operation of the pit vehicles.
10. Helmets must be worn at all times by operators and passengers of any pit vehicle (golfcart type machines excluded unless required by the track).
11. Violators and associated members/riders/drivers of these pit vehicle rules and any other rules designated by the track may be subject to penalties, including but not limited to: loss of gate pick, being docked positions, loss of championship points, disqualification, removal, or ban from the event, and termination of QXNE membership.

Protests and Penalties

1. Penalties will be assessed at the discretion of QXNE officials and referees based on the severity of the offense. Penalties may include but are not limited to: warning, probation, loss of gate pick, docked positions, docked laps, loss of championship points, disqualification, membership termination, and removal from the event. No membership dues, gate fees, practice fees, race fees, or monies of any kind will be refunded in the event of a penalty. QXNE Head Official has the sole authority to override decisions made by other QXNE officials or referees.
2. No one may ride/drive in such a manner as to endanger property or the life, limb, or property of other QXNE members, QXNE Associates, or the public. Members/riders/drivers will be penalized for the reckless operation of their machine, or for running into any person.
3. Unsportsmanlike conduct or the deliberate ramming, blocking, or intentional contact with another rider, will result in a penalty from a warning to imposition of any and all Privilege Forfeiture.
4. Riders/drivers must stay on marked course. If a rider/driver loses control and goes out of bounds or is knocked off the track after making contact with another rider/driver, they must re-enter the track at the same place (or as close as physically possible) to where they left the track. Failure to do so could result in a docked lap or docked positions. If it is determined a rider/driver INTENTIONALLY cuts a section of the track, they will be docked positions, docked laps, or disqualified. The QXNE referee/official will review each case and assess the fairest penalty for the situation.
5. No penalties will be assessed based off spectator testimony only.
6. QXNE officials are not required to inspect machines and riders/drivers for all possible illegal modifications. If an official can visually see an illegal or dangerous issue, the official will alert the rider/driver and the rider/driver is responsible for rectifying the issue.
7. Any protests/complaints received from individuals exhibiting intoxication or being under the influence of drugs or alcohol, or are abusive to track/QXNE officials and staff will not be acted upon unless involving verified safety concerns.
8. A protest may be denied at the discretion of QXNE officials if the protest is unfounded or unnecessary in the discretion of QXNE.

9. Any protested racer who refuses to take part in the inspection will be automatically disqualified from the event, and will be required to complete the inspection at their own expense before being allowed to return to competition.
10. All “racer to racer” protests must be submitted in person to a QXNE official in writing within 30 minutes of the results being posted for the moto in which the protested racer/machine was allegedly in violation. The protesting racer must be from the same class as the racer being protested. If the protesting racer is under 18 years old, their parent or legal guardian will be required to submit the protest.

Protests Types:

- **Scoring Inquiry/Protest:** Scoring inquiries must be received by the computer scoring personnel within 30 minutes of the score being posted for the moto in question. All scores are final after the results have been posted for a 30-minute period unless there is a “keypunch error” by computer personnel. There is no fee for submittal of scoring inquiries.
- **Age Protest:** A protest regarding a racer’s age must be submitted in person to a QXNE official in writing, along with a non-refundable \$100.00 cash protest fee before QXNE officials will address the inquiry. The protest must be submitted within 30 minutes of the results being posted for the moto in question. If found to not be in the legal age range of the class, the racer will be disqualified and lose all accumulated championship points in all classes in which they are in violation.
- **Visual Protest:** A visual protest is any protest regarding something that can be checked and verified without using tools to remove any parts from the machine. A visual protest must be submitted in person to a QXNE official in writing, along with a non-refundable \$100.00 cash protest fee per item/component being protested before QXNE officials will investigate the items/components being protested. The protest must be submitted within 30 minutes of the results being posted for the moto in question. If during a visual protest, a protested item/component of the machine is found to be illegal, the rider/driver will be disqualified for the event in all classes in which they are in violation.
- **Tear-down Protest:** A tear-down protest is any protest that involves using tools to take apart or remove parts from a machine to check or verify that an item/component is illegal. A tear-down protest must be submitted in person to a QXNE official in writing, along with a \$500 cash deposit per item/component being protested before QXNE officials will investigate the items/components being protested. The protest must be submitted within 30 minutes of the results being posted for the moto in question. Once the protest has been submitted, the protested racer may elect for the inspection to occur either before or after the final moto involving the protested machine. If the inspection is to be done after the final moto, the machine will be impounded, when and how determined by official, between motos pending the inspection, with the exception that minor repairs and maintenance may be made under supervision of a QXNE official. The machine may leave the impound area only to compete in remaining motos. Failure to bring the machine directly back to the impound area will result in automatic disqualification. After the final moto has been completed, the QXNE official will watch the teardown by the owner or owner’s representative and will measure/inspect the alleged infraction. Only the racer and/or guardian, the owner’s representative, the protester, and QXNE officials will be allowed to be present during the teardown. Once the tear down is complete, it is the owner’s responsibility to put the machine back together. If a violation is found, the racer will be disqualified for the event in all classes in which they are in violation. The protester will be refunded \$400 of their cash deposit with the remaining \$100 going to the QXNE official. If a racer is found with a violation again at another event, the racer will be disqualified from that event and will lose all accumulated championship points in all classes in which they are in violation. If no violation is found, the protested racer will be awarded \$400 of the cash deposit with the remaining \$100 going to the QXNE official.
- **Rough Riding Protest:** If a rider/driver, in good faith, believes another rider/driver in their class is riding/driving in an overly aggressive or dangerous way (i.e., deliberate ramming or intentional contact, not your average rubbing), the rider/driver may file a protest in writing against that rider/driver with no fee. The protested racer will receive a warning. If a racer receives 3 rough riding, good faith protests (as determined by QXNE, who determination is final, binding and conclusive) against them in 1 season, that racer will be put on probation for the remainder of the season. If a QXNE official then witnesses additional rough riding, or is provided undeniable video proof of rough riding, the racer will receive a penalty ranging from loss of position, to being banned from QXNE, at the referee/official’s discretion, to imposition of any and all Privilege Forfeiture, depending on the severity of the situation.

Rules updated as of January 29, 2026. All rules contained herein may be revised, changed, or updated at the sole discretion of QXNE Head Official at any time.

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