

Quadcross Northwest Rules



Revised 03/02/12	Finalized Rules for 2012 Season
Revised 03/10/13	Updated class structure for 2013 season and reformatted to be easier to read
Revised 03/22/13	Section K,6 – added sweeping to sentence
Revised 04/01/13	Inserted new section (A) to clarify safety requirements
Revised 03/10/14	Red type indicates changes for 2014
Revised 03/26/18	Section C3-5,F2c,G2,
Revised 02/01/19	Section C, Number Plate Rules
Revised 1/18/20	Section C, Number Plate Rules; Section F, Protests

Racing is a hazardous sport, and with participation being voluntary, no entrant, pit crew member or vehicle sponsor shall have any claim for damages, expenses, lawsuits or otherwise against promoter, track operator, its officers, agents or directors arising from damage to any vehicle, personal injury or death, monetary loss of any kind whatsoever. Entrants, pit crewmembers or vehicle sponsors who voluntarily participate in any racing activities conduct under these rules, waive any claim they may have against promoter, track operator, or its officers, agents or directors.

IT IS THE RIDERS RESPONSIBILITY TO KNOW AND ABIDE BY THE RULES

A. SAFETY REQUIREMENTS

1. ATV's
 - a. Tether cords (kill switch) and nerf bars or suitable floorboards are required.
 - b. Helmet and goggles, a rider must wear a helmet at all times when riding on a track or course. Helmets must be of the full-face or full coverage type. All riders must utilize a shatterproof face shield or shatterproof goggles. The helmet must conform to one of the following recognized standards and have a label affixed certifying its approval: USA: *Snell M2005, M2010 or DOT FMVSS 218
 - c. Long pants and long sleeve shirt must be worn.
 - d. Boots that cover the ankle with laces or buckles.
 - e. It is **recommended** that riders use the available protective equipment (i.e. gloves, chest protector, neck brace and knee braces) to help protect against the possibility of injury.
2. SxS's
 - a. Helmet and goggles, a rider must wear a helmet at all times when riding on a track or course. Helmets must be of the full-face or full coverage type. All riders must utilize a shatterproof face shield or shatterproof goggles. The helmet must conform to one of the following recognized standards and have a label affixed certifying its approval: USA: *Snell M2005, M2010 or DOT FMVSS 218
 - b. Long pants and long sleeve shirt must be worn.
 - c. Boots that cover the ankle with laces or buckles.
 - d. A 4 or 5 point harness is required for driver and passenger(s), doors and/or netting to keep arms and legs inside of vehicle. Doors or protective netting is required to keep participants arms and legs in the vehicle in case of a roll over.
3. Tech Inspection
 - a. All vehicles must be tech inspected before being allowed on the track. Tech inspection consists of checking for the proper safety equipment, number plate requirements, wrist bands and working kill switches. Vehicles must be tech inspected each weekend. If racing both days you only need to have it inspected the first day.
 - b. Anyone caught taking the track on or in a vehicle that has not been tech inspected may be disqualified for the day.

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B. EQUIPMENT

1. Maximum ATV machine width is 50" in all classes.
2. Control levers must have ball ends; axle nuts must have cotter pins or clips; glass components/lights must be covered; horns, bells or other sound devices are prohibited.
3. Machine sound level may not exceed 99db as measured by the stationary sound test procedures, SAE J1287.
4. Only petroleum-based gasoline as defined by the American Society for Test and Materials (ASTM), designation: D4814, may be used. All fuel must be stored in approved containers. Recommend having an approved ABC rated fire extinguisher within a 20' range when fueling race machines. No alcohol based fuels.
5. In non-production class's machines, may be bored or stroked in order to increase engine displacement, so long as the engine size is stamped on the case and the class limit is not exceeded, i.e., 400cc engine may be increased to a maximum of 450cc in the 450 class.
6. All machines are subject to random equipment inspections any time prior to, during, or after the event. Displacement may be measured at the end of the meet.
7. The machine a rider competes on in the first moto/qualifier is the official machine of the rider for that event, and may not be switched during the moto. However, in the event of a mechanical failure, ie: motor failure or unrepairable damage, a backup machine may be used so long as it is of like kind and quality. If a rider wants to switch machines, sign up must be notified before use of alternative machine. If rider does not notify sign up that an alternative machine will be used, rider may be disqualified for that moto.

C. NUMBER PLATES

1. ATV's must have a front and rear number plate. Plates may not be mounted to the handlebars. For single and two digit numbers, plates may be mounted vertically; for three digit numbers, plates must be mounted horizontally. All plates must have either black numbers on a white background or white numbers on a black background. No graphics are allowed on number plates. Colored outlines and names will be permitted as long as they do not impede the numbers.
 - a. Exceptions:
 - i. Pro classes (Pro Production, Vet Pro, SxS Pro, SxS Turbo Pro) shall run white numbers on a red background.
 - ii. Mini quads that are air cooled (less than 90cc), may have numbers on the hood to allow for air flow. This is the only exception to the number plate rule above. (Numbers must be black or white on a contrasting background, and as large as possible.)
2. Rear numbers must be at least 5" in height and front numbers must be at least 4" in height.
3. SxS's must have numbers on both sides of vehicle; numbers must be at least 5" in height. All plates must have either black numbers on a white background or white numbers on a black background. No graphics are allowed on number plates. Colored outlines and names will be permitted as long as they do not impede the numbers.
 - a. Exceptions:
 - i. Pro classes (SxS Pro, SxS Turbo Pro) shall run white numbers on a red background.

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D. REGISTRATION

1. Riders under the age of 18 years must be accompanied by a parent or legal guardian. Parent or legal guardian must sign the Quadcross parental consent form, which is available online or at registration.
2. Proof of age (i.e., birth certificate or driver's license) must be available upon request by event referee or at rider registration.
3. Riders may not exceed first gear idle when traveling to/from their pit area and must always wear a helmet.
4. Safety equipment and machine eligibility are the sole responsibility of the rider.

E. RACE PROCEDURES

1. There must be a minimum of 3 riders to create a new class. In the event that there are not, entries will be refunded or rider may be transferred to another class entry.
2. First moto or qualifier gate picks will be determined by computer draw. The second/final moto gate picks will be determined by first moto/qualifier finishes, with the faster qualifier moto taking precedence.
3. The Pro Production class will have a 10-minute hot lap qualifying session on Saturdays to determine gate pick. Gate picks will be determined by fastest lap times. Sunday Pro Class gate picks are determined by Saturday finish.
4. The following classes will be required to run transponders for the season. To qualify for a championship, you must provide your own transponder. Quadcross has some transponders available for rent each day.
 - a. Pro
 - b. Pro Am
 - c. Vet Pro
 - d. Production A
5. If there are more riders in a class than the starting gate can accommodate, the following program will be used:
 - a. Riders will be divided into equal qualifier groups based on current point standings, with the higher ranked riders being assigned to different groups to avoid all top ranked riders competing in the same qualifying moto.
 - b. An equal number of riders will transfer from each qualifying moto to the final moto.
 - c. All riders who do not qualify for the final moto in the qualifier motos are eligible to compete in the consolation race. A lesser number of riders will transfer from the consolation moto than from the qualifier motos.
 - d. This matrix may be modified accordingly to gate size.

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

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

6. Riders must start each race with their tether cord properly affixed.

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7. To accommodate the 50cc / 70cc and/or youth classes, a shortened or separate track may be used as necessary.
8. Radios are permitted between pit crew members, but not with or between riders.
9. No rider may ride in such a manner as to endanger life or limb of other riders, officials or the public. Riders will be penalized for the reckless operation of their machine or for running into an official.
10. Unsportsmanlike conduct, deliberate ramming or intentional contact with another rider may result in being penalized at staff discretion or banned from the series.
11. Team tactics are not allowed. Riders involved in team tactics may be penalized at staff discretion.

F. RACE FINISHES

1. The race officially ends for all contestants at the completion of the lap in which the checkered flag is displayed to the winner.
2. Riders will be scored in order of finish and laps completed. It is not necessary to complete all laps in order to be scored. If you break down during the moto, you will be scored according to your last recorded lap.
 - a. Each rider receives moto points for their finish placement in a moto. In a 2 moto format, the combination of those moto points determines their overall finish for the day; placement is by lowest point total.
 - b. Finish placement moto points are scored as such: 1st place gets 1 point, 2nd gets 2 points, 3rd gets 3 points, etc. Moto points from both motos are added together to determine overall placement for the day.
 - c. **DNS:** A rider who does not report to staging or does not cross the finish line at least once will get a "Did Not Start/Stage". A DNS results in 30 moto points.
 - d. **DNF:** A rider who starts the race but does not take the checkered flag will receive a "Did Not Finish" for the moto. A DNF results in 25 moto points for the moto
 - e. In case of a tie in combined moto points for the overall finish, the 2nd rider with the lowest points for moto 2 will take precedence.
 - f. Examples:

	Moto 1	Moto2	Overall
Rider 1	finished 2 nd = 2 points	finished 2 nd = 2	Total=4, receives 1 st overall
Rider 2	finished 1 st = 1 point	finished 3 rd = 3	Total=4, receives 2 nd overall
Rider 3	didn't take checkered = 25 (DNF)	finished 1 st = 1	Total = 26, receives 3 rd overall

- g. Vehicles must finish under their own power. Pushing across the finish line is not allowed.
3. **Pro Classes Awards:** 100% payback and top 3 finishers awarded
4. **Amateur Awards:** awarded up to 3rd place. 1-3 riders, 1st place awarded. 4-6 riders, 1st and 2nd place awarded. 7-9 riders, 1st, 2nd and 3rd place awarded. (trophy, plaque or medal)
5. **Mini Awards:** 100% awarded. 1st – 3rd awarded, the rest get a participation award (trophy, plaque or medal)
6. **Year End Awards:** will be given to CLASS champions 1st through 3rd
7. **Protests:**
 - a. Results / Finish Protests: There is no cost for a results protest. Riders have 30 minutes after the results are posted to protest a finish. A protest must be made at the sign up booth. This includes but is not limited to clerical protests. It is the rider/ parent's responsibility to ensure the rider is signed up and scored correctly prior to racing and after each moto.

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- b. Technical Protests: Another entrant within the same class may make technical protests as the entrant being protested. A \$250 cash fee must accompany protests for each item protested. The protest must be in writing, along with the fee, and be delivered to the sign-up booth no later than 30 minutes after event results are protested. The decision of the promoters will be final.
 - i. The money will be used to determine if the protest is valid.
 - ii. If the protest is found to be valid, appropriate action will be taken.
 - iii. If found to not be valid, the money is NOT returned.
 - c. The promoters, with or without protest, have the right to penalize, disqualify, and/or suspend any vehicle or entrant for violation of any rule.
 - d. You may not file a protest by calling a staff member, emailing, Facebook post, Facebook message or any other means. The only way to file a protest is in person and up to 30 minutes after the moto.
 - e. Video footage may be reviewed at the discretion of the Promoter and staff to determine course of action. However, Promoter is not obligated to review any video footage.
8. Penalties will be assessed at the discretion of the promoter based on the severity of the offense, and may include one or more of the following: position(s), lap(s), time adjustment, disqualification, suspension, loss of championship points, warning, etc.

G. CLASS CHAMPIONSHIPS

- 1. To be eligible for series awards, a rider must compete in 10 out of 12* events.
- 2. Championships will be determined by adding the best 10 out of 12* finishes. Riders will be awarded 5 bonus points per round after finishing 10 rounds*.
 - a. Example: If you raced 11 rounds, we would count your 10 best finishes out of 11, then add 5 additional bonus points to your total.
- 3. Overall points will be earned in each class per event as follows:

FINISH	POINTS		FINISH	POINTS		FINISH	POINTS
1st	25		8th	13		15th	6
2nd	22		9th	12		16th	5
3rd	20		10th	11		17th	4
4th	18		11th	10		18th	3
5th	16		12th	9		19th	2
6th	15		13th	8		20th	1
7th	14		14th	7		21 st & up	1

- 4. Changing Classes
 - a. A rider may change classes if they feel that they have entered into the wrong class.
 - b. Staff also has the right to move a rider from one class to another if they feel that the rider is unsafe for that class or if they are sandbagging.
 - c. In the event of changing classes after the first moto, staff will determine placement dependent upon how they would have finished had they been in the correct class to start. If that cannot be determined, then they will be placed in last place for the 1st moto.

*may be modified if round(s) cancelled

- d. If a rider changes classes after their 2nd moto, they will transfer 75% of their points. After their 3rd moto – 50%, and after their 4th moto – no points will transfer.
- e. When a rider changes classes, points toward championships will be displayed as a DNS in a moto prior to

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moving with a total lump sum.

5. Ties for class championships will be broken by the following procedure:
 - a. The rider with the most first place finishes will be awarded the championship
 - b. If the tie continues to exist, riders will be awarded the same position.

H. PIT VEHICLES

1. A pit vehicle is any non-racing motorized vehicle used to transport a person within the facility (golf cart, mule, mini bike, utility ATV, etc).
2. Use of pit vehicles is a privilege, not a right, and is extended to our guests' age **16 years or older**.
3. Reckless or irresponsible pit riding will not be tolerated. Violators and entered riders responsible for the violator will be subject to penalty, including, but not limited to: loss of gate pick, loss of event points, loss of series points, disqualification and/or removal from the event.

I. PERSONAL CONDUCT

1. Each rider is responsible for the actions of their family and pit crew. Any unnecessary trouble caused by these individuals puts that rider at risk of disqualification.
2. Abuse of staff will not be tolerated and will result in probation, suspension and/or disqualification.
3. Fighting will also not be tolerated. If anyone is caught fighting, they and/or their rider will be disqualified.
 - a. The police will be called, and charges will be filed.
 - b. They and/or the rider may be banned for the season or permanently from the series.
4. Any form of deliberate retaliation by a rider will not be tolerated. If caught, rider will be disqualified and may be banned for the rest of the season or permanently from the series.

J. FLAGS

1. Operational Flags
 - a. Green Flag: Indicates the start of a race or clear track conditions.
 - b. Checkered Flag: Indicates the end of a race or practice session; proceed to the designated track exit.
 - c. Red Flag: Indicates the race has been stopped. Reduce speed and proceed safely to the staging area.
 - d. Black Flag: Indicates a problem with your vehicle or a disqualification. Immediately exit the track. Staff will notify rider of infraction. Black flagged riders are not permitted to return to the racecourse unless cleared by the Promoter.
2. Warning Flags:
 - a. Yellow Flag: Indicates a potentially hazardous situation on or near the racetrack. Riders must exercise caution on the track. Riders must roll each jump, individually, with no passing. Caution flag protocol commences at the first yellow flag encountered and continues until clear of the scene.
 - If you make a mistake during a Yellow flag situation (ie pass the leader, jump, miss the flag) immediately, make every effort to reestablish race order. The penalty for a Yellow flag violation is 2 finish positions.
 - b. White Flag with Red Cross: Indicates a medical situation on or near the racetrack. Riders must roll each jump individually with no passing and exercise extreme caution until past the area of concern.
3. Courtesy Flags:
 - a. White Flag: Indicates the final lap of a race.

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- b. White and checkered flags crossed: Indicates half of the total race distance.

K. STAGING / STARTING PROCEDURES

1. Riders must wait to be called from the staging area to line up on the starting gate by the starting official. Once a rider enters the staging area and is called to the starting gate, neither the rider nor his ATV will be permitted to return to the pit areas. If the rider or his ATV leaves the staging area after this point, he will not be permitted to start the race unless agreed upon by the starting official.
2. Riders must quickly make their gate selection.
3. Exchanging gate positions with other riders is not permitted.
4. All starts will be conducted with a mechanical backward-falling gate if present. If not, then the starter will use a flag to indicate the start. If a backstop board is present, the rear tires may not extend past or rest upon the board.
5. Grooming \ sweeping may only be done behind the gate when it's a dirt starting pad. If there is a concrete starting pad, then sweeping is permitted anywhere there is concrete. Only the use of a broom is allowed (no shovels, tools or other implements (foreign or natural) may be used).
6. Watering of starting lanes by riders or mechanics is prohibited.
7. Ramps of any kind may not be formed in the starting lane (front and rear wheels must be level).
8. ATVs must be positioned straight and in the center of the starting gate. Riders may not start at an angle.
9. Once the last rider is in the gate and the track is cleared for the start:
 - a. The 30-second card may be displayed, the sign will be held upright for 30 seconds, and then turned sideways for at least five seconds, but not more than 10.
 - b. During the five- to ten-second interval the gate will fall.
 - c. Jumping the gate or flag start may result in a 2 position penalty or disqualification.
 - d. If a rider fails to leave the gate once the race has started, they may continue to enter the race until the leader has passed by where the starting straight-a-way enters the track.

L. RESTART PROCEDURES

1. In the case of a false start (gate malfunction), a race will be restarted with the riders returning to their original starting positions.
2. Should a race be stopped after one (1) lap is complete by all racers, the race will be restarted using the official scored rider positions the lap prior to the red flag. If not a restart from the starting gates will be done. The restart will resume for the time remaining of the moto providing track conditions allow using a NASCAR single file start.
 - a. Race may be restarted either on the track or from the starting straight-a-way
 - b. Race will be restarted with a flag drop and everyone will restart at the same time, you may not pass the person in front of you until you pass the starter or cone.
3. Riders who are not present at the starting gate for the original start of a race are barred from any subsequent restarts.
4. Riders who are present at the gate but are unable to start due to a stalled machine or other contributing factor may join the race from the starting area until the time the race leader passes where the start area joins the track. Thereafter, the rider may not join the race. Riders unable to join the race by this procedure are barred from any subsequent restarts.

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5. During a restart, all riders must return to the staging area immediately and are not permitted to return to the pit areas. Riders returning to the pit areas will not be eligible for the restart unless directed to do so by the Promoter.
6. Riders may be directed back to the pit areas by the Promoter in case of foul weather or other unforeseen circumstances.
7. Any race start or restart will be considered an official part of the event even if the start or restart does not result in a lap being completed by the leader. Therefore, any infractions will be deemed valid and ruled upon accordingly.
8. Riders determined by the Promoter to be responsible for stopping a race will be placed at the rear of the restart or the finishing order relative to their involvement (i.e., first rider involved last, next rider involved next to last, etc.)