

# **BEST IN THE DESERT RACING ASSOCIATION**

## **“THE AMERICAN OFF-ROAD RACING SERIES” MOTORCYCLE / QUAD RULE BOOK**

**Best In The Desert Racing Association** rules and/or regulations set forth herein are designed to establish minimum acceptable requirements and to provide for the orderly conduct of racing events. This rule book is effective beginning January 1, 2018. These rules and regulations will govern all **Best In The Desert Racing Association** events. All **Best In The Desert Racing Association** members willingly participating in these events are deemed to have complied with these rules and/or regulations. No express or implied warranty of safety shall result from publication of, or compliance with these rules and/or regulations. These rules and/or regulations are in no way a guarantee against injury or death to participants, spectators, or any other person or persons. They are intended as a guide for the conduct of the sport only. **Best In The Desert Racing Association** rules and/or regulations are the sole property of **Best In The Desert Racing Association**.

Use of these rules and/or regulations by any other organization or individual is forbidden, unless prior written approval is granted by **Best In The Desert Racing Association** and consideration is received by **Best In The Desert Racing Association**. **Best In The Desert Racing Association**, its members, officers, directors, or staff assume no responsibility, legally or otherwise, for failure or malfunctions of any product or products of recognized manufacturers listed in the rules and/or regulations herein. **Best In The Desert Racing Association** is not liable for decisions and/or actions made by individuals, promoters, organizations or others using **In The Desert Racing Association** rules in whole or in part.

Specifications and/or regulations contained in this rulebook are intended for use as a guide with respect to safety and fairness, and for that purposes only. **Best In The Desert Racing Association** assumes no responsibility for consequences resulting from their voluntary application by any association, organization, manufacturer or individual.



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# DEFINITIONS AND GENERAL INFORMATION

## TERMINOLOGY DEFINITIONS

The terminology, definitions and abbreviations contained herein shall be used in the **Best In The Desert Racing Association** rulebook, supplementary rules, entry forms, newsletters and for general use.

For updates go to the **Best In The Desert Racing Association** Website, [www.bitd.com](http://www.bitd.com).

## RULE USAGE

**BEST IN THE DESERT PROMOTION:** Any and all racing related events fully produced by **Best In The Desert Racing Association**.

**BEST IN THE DESERT CO-PROMOTION:** Another promoter working with **Best In The Desert Racing Association** to promote an event.

**BEST IN THE DESERT SANCTION:** The documentary authority to organize and conduct an event as granted by **Best In The Desert Racing Association**.

## ORGANIZATION TERMINOLOGY

**BEST IN THE DESERT RACING ASSOCIATION:** The promoter.

**EVENT:** A contest between one or more vehicles competing against the clock and/or directly against each other.

**CLASS:** A class is a category of vehicles as determined by engine size, age group, or any other method listed in this **Best In The Desert Racing Association** rulebook. Classes may be combined at the discretion of **Best In The Desert Racing Association**.

**Pro** class entrants will be eligible to receive trophies, contingencies, and monetary awards in respect to their finishing position.

**Sportsman** class entrants will be eligible to receive trophies and contingencies only in respect to their finishing position.

**Note:** To qualify for the **Best In The Desert Racing Association** year-end points championship, competitors must enter in every **Best In The Desert Racing Association** Motorcycle/Quad event per year.

**ENTRANT:** A **Best In The Desert Racing Association** member whose entry is accepted for an event.

**RIDER OF RECORD:** The person listed on an official **Best In The Desert Racing Association** entry form to be the main operator of a vehicle entered in an event. The rider of record must sign all entry and release forms in person during the normal registration time in order to be eligible for points, *prize money*, and *contingency awards* in that event. Identification may be required during registration. **Special consideration** registration may be permitted with advanced approval of **Best In The Desert Racing Association**.

**CO-RIDER:** A person listed on an official **Best In The Desert Racing Association** entry form as a co-operator of a vehicle who is eligible to ride during the course of the race. *The co-rider must sign all entry and release forms in person during the normal registration time at the same time as the rider of record is signing all entry and release forms. Identification may be required during registration. Special consideration registration may be permitted with advanced approval of Best In The Desert Racing Association.*

**CONTESTANT:** A person listed on an official **Best In The Desert Racing Association** entry form to compete in a race as either a **rider** or **co-rider**.

## OFFICIALS

**DIRECTOR:** The chief executive officer of the Best In The Desert Racing Association, responsible for the conduct of all business transactions and race events of the organization. All other officials report directly to the Director.

**OPERATIONS MANAGER:** The associate executive officer of the Best In The Desert Racing Association, sharing responsibility for the on-course conduct of all race events, and carrying out other responsibilities as assigned by the Director.

**RACE OFFICIAL:** All individuals designated by the Director or Operations Manager to officiate at a Best In The Desert Racing Association event.

**COURSE MARSHALS:** The race officials appointed by the Best In The Desert Racing Association to assist the Operations Manager in the on-course conduct of a race event.

**CHIEF TECHNICAL INSPECTOR:** The race official appointed by the Best In The Desert Racing Association to direct the inspections of entrant's vehicles before and after each event, for technical compliance with the **Best In The Desert Racing Association's** American Off-Road Racing Series rulebook.

**ASSISTANT CHIEF TECHNICAL INSPECTOR:** The race official appointed by the Chief Technical Inspector and Best In The Desert Racing Association to assist the Chief Technical Inspector. The Assistant Chief Technical Inspector shall perform all duties of the Chief Technical Inspector in the event the Chief Technical Inspector is not available. The Assistant Chief Technical Inspector shall carry out all other duties as assigned by the Director and / or Chief Technical Inspector.

**SCORING DIRECTOR:** The race official appointed by the Best In The Desert Racing Association to direct the timing and scoring operations of a race event.

**COMMUNICATIONS DIRECTOR:** The race official appointed by the Best In The Desert Racing Association to direct the radio communications network operations of a race event.

**CHECKPOINT CAPTAIN:** A race official appointed by the Best In The Desert Racing Association to direct the operations of their checkpoint and the immediate area around the checkpoint.

**PAVED ROAD CROSSING CAPTAIN:** A race official appointed by the Best In The Desert Racing Association to direct the operations of their paved road crossing and the immediate area around the paved road crossing

**PIT STOP CAPTAIN:** A race official appointed by the Best In The Desert Racing Association direct the operations of their pit stop and the immediate area around the pit stop.

**STARTER:** The person responsible for starting an event by displaying the appropriate flags and/or lights, as directed by the Operations Manager.

## **EVENT TERMINOLOGY**

**SUPPLEMENTARY REGULATIONS:** Regulations that define special or additional rules for a specific event.

**IMPOUND:** A specific place with limited access designated for the containment of all race vehicles immediately before and/or after an event.

**CONTINGENCY:** A contingency is the commitment made to **Best In The Desert Racing Association** by verbal or written contract with a manufacturer, company or individual to post or pledge a certain amount of cash or product as an award to contestants. Contestants must apply for, be approved by and meet requested requirements as set by the manufacturer, company or individual posting the contingency. Decals are generally required and must be assumed to be required unless otherwise stated. Unless otherwise stated the contestant must finish the event in order to be eligible.

**PAYBACK:** The share of the purse that an entrant receives for finishing a race in a paying position. Only actual finishers qualify for a share of the monetary purse.

## **RULES SECTION ABBREVIATIONS**

**SGR: GENERAL RULES**

**SGE: ENTRANTS**

**SGD: DISQUALIFICATION**

**SEC: EVENT COURSE**

**SGP: PROTESTS**

**SIP: INFRACTION PENALTIES**

**SDC: RIDER, CO-RIDER**

**SGPT: PITS**

**SGT: TECH-INSPECTION and IMPOUND**

**SCR: COMPETITION REGULATIONS**

## GENERAL RULES

- SGR1:** Off road 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, **Best In The Desert Racing Association**, its officers, agents or directors arising from damage to any vehicle, personal injury or death, or monetary loss of any kind whatsoever. Entrants, pit crew members or vehicle sponsors who voluntarily participate in any racing activities conducted under these rules, waive any claim they may have against promoter, track operator, **Best In The Desert Racing Association**, its officers, agents or directors.
- SGR2:** The promoter or track operator may run any type of approved **Best In The Desert Racing Association** event.
- SGR3:** The director or Operations Manager shall have the authority to penalize, disqualify and/or suspend any entrant or crewmember for the violation of these rules including special rulings and supplementary regulations.
- SGR4:** **Best In The Desert Racing Association** may issue special rulings to account for conditions presented by the location of the race, the condition of the course or any other circumstance.
- SGR5:** Special rulings and specifications will be considered as official amendments to the list of rules and regulations when issued by **Best In The Desert Racing Association** in written form in official **Best In The Desert Racing Association** publications.
- SGR6:** Supplementary regulations may be issued for each event as necessary to amend, suspend or modify existing rules and regulations. Supplementary regulations will not be considered official until released in written form on official **Best In The Desert Racing Association** letterhead.
- SGR7:** **Best In The Desert Racing Association** assumes no responsibility whatsoever for delays, postponements and/or cancellations of all or part of an event because of inclement weather, unsafe course conditions and/or any other reason.
- SGR8:** The director and Operations Manager will have the responsibility for the conduct of any event conducted under these rules. All official race personnel will be directly responsible to the director and Operations Manager.
- SGR9:** The director and or operations manager shall have the authority to penalize any entrant (up to and including disqualification and/or suspension) found to have committed violations of rider's rules and/or conduct.
- SGR10:** No one falling under the jurisdiction of any race official(s) at any **Best In The Desert Racing Association** event shall subject said official(s) to improper language, physical abuse, threats or any other demeaning action.
- SGR11:** **Best In The Desert Racing Association** members are not employees of **Best In The Desert Racing Association**. **Best In The Desert Racing Association** members assume all responsibility for all charges, premiums and taxes payable on any funds they may receive as a result of their participation in any **Best In The Desert Racing Association** sponsored event(s).
- SGR12:** **Best In The Desert Racing Association** reserves the right to refuse and/or deny any entry application.
- SGR13:** **Best In The Desert Racing Association** uses the frequency of **151.490Mhz** as a main race channel. **Best In The Desert Racing Association** reserves the right to change the main race channel frequency if deemed necessary. **Best In The Desert Racing Association** will make all reasonable efforts to notify all entrants of the new frequency. All radio or other transmissions, which affect **Best In The Desert** control communications, are strictly prohibited except in the case of medical emergencies.

**SGR14:** The checkpoint captains are the direct representatives of the Operations Manager at their respective checkpoints. Their area of responsibility includes the course one half the distance to the checkpoints or start / finish on either side their checkpoint.

**SGR15:** Checkpoint captains will designate areas leading to and surrounding the checkpoint area. This area is for checkpoint personnel only. No support teams, pit crews, chase crews or any other person without expressed permission will be permitted in this area. Failure to comply will subject the entry to penalties of up to and including disqualification.

**SGR16:** Classes may be combined at the discretion of **Best In The Desert Racing Association**. The combining of classes is for the sole purpose of allowing entrants to race. Entrants will be eligible for position money *of the combined class* and will be awarded points in their respective classes.

**SGR17:** The director, operations manager or chief technical inspector shall have the authority to penalize, disqualify and/or suspend any entrant for violations of vehicle technical rules.

**SGR18:** *The Director or operations manager has the final decision on all issues involving any **Best In The Desert Racing Association** events. The Director or operations manager has full discretion to make any final determinations, judgments, penalties or suspensions in relationship to all **Best In The Desert Racing Association** rules and/or regulations.*

## **ENTRANTS**

**SGE1:** Any entrant who fails to fully fill out and sign required entry forms and releases could be disqualified and shall forfeit any prize money, points and contingencies won in that particular event. Releases must be signed in person in front of **Best In The Desert Racing Association** entry personnel. Identification may be required.

**SGE2:** No entrant may enter racing areas until they have signed all releases and/or entry forms. No person shall sign the release or entry forms for anyone other than himself or herself. Proper identification may be required (i.e., picture ID).

**SGE3:** The entry applications of persons under the age of 18 must have a parent or legal guardian sign the release form. All entrants under 18 years of age must have entry form or release form notarized.

**SGE4:** Any entrant who competes in a vehicle that he/she is not registered to ride or co-ride or permits such action, shall forfeit any and all prize money, points and contingencies won in that particular event. Such action may result in vehicle disqualification.

**SGE5:** Deliberate vehicle contact shall be reason for penalty, disqualification and/or suspension at the discretion of the director.

**SGE6:** All riders and co-riders of record as listed on the official **Best In The Desert Racing Association** entry form must attend all riders meetings. Failure to do so may result in penalties of up to and including disqualification and/or fines. Armband checks and written roll calls may be made at the meeting.

**SGE7:** If a rider of record change is made after entrant has completed event registration, the starting position will be forfeited and the entrant will start at the rear of their class.

**SGE8:** No entrant, crew member, pit personnel or any other person(s) other than the director, Operations Manager or a **Best In The Desert Racing Association** official shall remove, alter or relocate course markings. The person(s) found to have removed, altered or relocated course markings may be disqualified and/or immediately removed from the area and may be refused access to future **Best In The Desert Racing Association** events.



**SGE9: Pre-Fun-Run** and course knowledge obtained thereof is the responsibility of every entrant of the **Best In The Desert Racing Association** events. The **Pre-Fun-Run** must be done in a safe and sensible manner and may be restricted or denied due to federal and/or state regulations. Unsafe and/or irresponsible driving/riding during the **Pre-Fun-Run** may subject entrant to penalties of up to and including disqualification, suspension, fines up to one hundred dollars (\$100) or any combination of the aforementioned three penalties at the discretion of **Best In The Desert Racing Association**. There will be no pre-running or practice done in event registered race prepared vehicles on or near the marked official **Best In The Desert Racing Association** racecourse. Participants in the **Pre-Fun-Run** with motorcycles must wear full personnel protective gear. The **Pre-Fun-Run** will be restricted to street legal registered vehicles only. Participation in the **Pre-Fun-Run** is at entrants' own risk.

**SGE10:** Failure to appear before the director or operations manager when requested may result in a letter of reprimand, or infraction penalty, or disqualification from the event at the discretion of the director. Failure to appear before the director when requested twice within a race season may result in an infraction penalty and/or suspension for up to one year at the discretion of the director.

## **DISQUALIFICATION**

**SGD1:** Drinking intoxicating beverages in the official *pre-race technical inspection area and post race areas (i.e., impound, etc.), pits, on the racecourse or in the surrounding areas* by any person is strictly forbidden. The use of narcotics, (amphetamines or any other stimulants, barbiturates or other depressants) is forbidden. Any entrant or crewmember in an event that shows evidence whatsoever of being under the influence of any of aforementioned shall be subject to disqualification from the event, or suspensions from all future **Best In The Desert Racing Association** sponsored events. Violator must leave the premises immediately at the direction of the operations manager *or the Director*.

**SGD2:** Any entrant who makes a false statement on a contingency or entry form shall be disqualified and shall forfeit all prize money, points and all contingencies won in the race. Entrant may also be suspended from future events for a period of one year.

**SGD3:** Any entry application containing a falsified signature will cause entrant to be disqualified and shall forfeit all prize money, points and contingencies won in that event. Entrant may also be suspended from future events for a period of one year.

**SGD4:** Any entrant disqualified from any event for any reason whatsoever forfeits any and all rights to prize money, points and contingencies. Entrant will not be entitled to a refund of all or any portion of his/her entry fee.

**SGD5:** Any entrant, respective pit crews or support crews seen or reported traveling on the course in other than race-registered vehicles participating in the event before the end of the official race time limit may subject entrant to penalties of up to and including disqualification and/or suspension. **There is no outside assistance permitted on the course or near the course during the event except for those Best in the Desert designated areas set-aside for pits and/or gas stops. Best in the Desert Racing Association retains the right to assess each situation and respond accordingly. (Situations involving safety are at the discretion of the Operations Manager or Director of Best in the Desert Racing Association.)**

*In the event that a vehicle breaks down on the course the following options are approved by **Best In The Desert Racing Association**. Any deviation from these options may result in entrant being disqualified.*

- 1) *Rider or Co-rider who is with vehicle at time of breakdown may walk to and from the nearest official **Best in the Desert Racing Association** designated pit stop only, in order to retrieve equipment or parts necessary to repair vehicle. Anyone other than the vehicle occupants that deliver equipment or parts will subject that vehicle to disqualification. Obtaining equipment or parts from any other location than an official **Best in the Desert Racing Association** designated pit stop will subject entrant to disqualification.*

- 2) Another race entered vehicle may pick up equipment or parts at the previous official **Best in the Desert Racing Association** designated pit stop and then deliver that equipment or parts to broken down vehicle. The race vehicle picking up the equipment or parts must travel in the proper direction on the course. Traveling backwards on the course may be subject both entrants to disqualification. Any pit support vehicle or other than raced entered vehicle delivering parts to a broken down vehicle will subject entrant to disqualification.

**SGD6:** Any race entrant or their support personnel who subject any **Best In The Desert Racing Association** official, other race entrants or their support personnel to verbal threats and/or physical abuse will be brought before the director or operation manager. The director or operations manager will make the decision of disqualification and/or suspension of the rider of record and the offending support personnel for said offenses. Acts of physical abuse may be reported to the proper authorities and may lead to legal action.

**SGD7:** *The Director and or operations manager has the final decision on all issues involving any **Best In The Desert Racing Association** events. The Director and Operations Manager has full discretion to make any final determinations, judgments, penalties or suspensions in relationship to all **Best In The Desert Racing Association** rules and/or regulations.*

## EVENT COURSE

**SEC1:** The maximum duration and length of an event will be set by **Best In The Desert Racing Association**.

**SEC2:** An entrant's official time shall be the total elapsed time from their assigned starting time to the time they cross the official finish line. The elapsed time must be less then the official time length of the event. If an entrant does not report to the staging area in time to stage in their respective starting position, the entrant may be placed in the rear of their class. If the last of their class has already started, the entrant will be *started in the next available position solely at the discretion of **Best in the Desert Racing Association***. Their time will start from their assigned starting time, not their actual starting time.

**SEC3:** The winner of each class shall be the entrant that finished the race with the lowest elapsed time or the most laps within the event time limit. The entrant must also meet all other criteria in order to be declared the official winner.

**SEC4:** All entrants must report all accidents and/or breakdowns they may have witnessed. Entrant must inform a **Best In The Desert Racing Association** official at the next check point, paved road crossing, pit stop or by radio (if so equipped) of the location, vehicle number, and injuries, if any. All entrants must retrieve a stuck stub from any other entrant who is displaying the stuck stub in the air and deliver the stuck stub to an official at the next paved road crossing, check point or pit stop that they come to.

**SEC5:** Passing is **not permitted** within 300 feet on either side of any paved road crossing or inside designated Pit Stop, except at the direction of a **Best In The Desert Racing Association** official. Failure to comply subjects entrants to penalties of disqualification or a time penalty of 5 minutes for each occurrence at the discretion of the director or operations manager.

**SEC6:** Any entrant who discontinues the race must report either in person, by radio, or by the *stuck stub*, to a checkpoint, paved road crossing, pit stop, **Best In The Desert Racing Association** official, or to the start/finish that they are not continuing in the race.

**SEC7: No aircraft permitted for the purpose of race support.** This includes but is not limited to flying over any race vehicle; transportation of drivers/riders and or support crews (unless a medical emergency exists); communication with race vehicle or pit support vehicle or pit; spotting for race vehicle; transportation of equipment and/or parts; landing on or near the race course in areas other then approved by **Best In The Desert Racing Association** and within FAA rules; flying too low; and interfering with the normal conduct or actions of the event. Violation of this rule may lead to entrant's disqualification. **No Drones are permitted at any BITD event.**

**Note: Requests for aircraft special use (i.e.: filming, observing, etc.) must be submitted to Best In The Desert Racing Association in writing. Requests must include the radio frequencies (helicopter or airplane frequency and race team frequency) to be used and must be submitted no later than one week prior to scheduled event. Any request received during the week prior to the event will not be considered.**

**SEC8:** Starting procedures will be announced at the riders meeting prior to each event.

**SEC9:** Every vehicle must leave the start line at its designated start time. Only those vehicles that cross the finish line within the designated time limit will be declared official finishers. **Every vehicle must come to a complete stop and pass through all stop checkpoints and Pit Stops. The failure to stop and pass through all checkpoints along the course will subject that entry to penalties of up to and including disqualification at the discretion of the director. Every vehicle must come to a complete stop at all Best In The Desert Racing Association designated paved road crossings. The failure to stop at all designated paved road crossings along the course will subject that entry to penalties of up to and including disqualification at the discretion of the director or operations manager.**

**SEC10:** All vehicles must enter each stop checkpoint or paved road crossing at a safe speed. Unsafe racing into and/or through any stop checkpoint or paved road crossing is prohibited. Speeding through a stop checkpoint or paved road crossing may be an automatic disqualification. Rolling through a stop checkpoint or paved road crossing is a minimum five-minute time penalty for each occurrence. Safe speed is defined as a speed at which a vehicle may make a controlled stop without endangering anyone within the immediate vicinity of the checkpoint, paved road crossing or pit areas.

**SEC11:** All entrants may be checked for their armband and all vehicles may be checked for the technical inspection sticker at any or all *checkpoints or pit stops*. Every entrant is responsible for his/her armband and vehicle technical inspection sticker. Any entrant found not to have an armband or vehicle without technical inspection sticker may cause that vehicle to be disqualified.

**SEC12:** No vehicle shall be towed, pushed, pulled or transported by any non-race-entered vehicle on the official course while an official event is still in progress. Another race entered vehicle *or an official Best In The Desert vehicle* may push, pull or tow the race-entered vehicle up to the nearest pit stop or checkpoint but may not push, pull or tow it through the pit stop. Rider of the vehicle that is pushed, pulled or towed to that point must make necessary repairs in order to leave that area under their own power. *No vehicle may be pushed, pulled or towed by another vehicle within the last two-hundred yards (200 yards) of the course, only the vehicle rider at the time of the breakdown may push the vehicle through the finish line.* No other person or persons will be permitted to assist in pushing, pulling or towing the vehicle. **Best In The Desert Racing Association** officials may assist the rider if it is deemed necessary for the protection of the entrants. **Best In The Desert Racing Association** officials may lend assistance to any race vehicle or the vehicle occupants in any manner **Best In The Desert Racing Association** deemed reasonable, such as retrieving the vehicle, pulling the vehicle, shuttling parts, tools/equipment, etc.

**SEC13:** No entrant registered as the **Rider of Record** may run in more than one class with the one vehicle even though entries are paid in more than one class. No individual may be registered as the **Rider of Record** for more than one vehicle in the same class.

**SEC14:** A marked course is that official route designated by and marked with official Best In The Desert Racing Association markings. All vehicles must follow this route during the event. No vehicle may deviate from the marked course at any time unless the course is wide enough to pass. Passing is only permitted where there is no vegetation on the side of the course. Short coursing is not permitted and will result in disqualification. Short coursing is defined as any deviation from the marked course for any reason other than passing. No deviation from marked course including passing is permitted in sensitive areas. Deviation from the marked course in these areas is automatic disqualification. Sensitive areas are those, which are, marked by **Best In The Desert Racing Association** markings, DQ signs, or Wrong Way signs. **Best In The Desert Racing Association** is not responsible for markings that are damaged or removed. All vehicles must proceed only in the correct direction of

the course route or trail. Riding backwards on the race course at any time is prohibited. Riding backwards on the course is grounds for penalties of up to and including disqualification.

**SEC15: BEST IN THE DESERT GRAN PRIX SCORING** The race ends when the Overall Leader receives the checkered flag and has completed the required number of laps determined by Best In The Desert. Once the checkered flag is given to the Overall Leader all other entries must receive the checkered flag to be considered a finisher. **Example Three (3) Lap Race:** Three (3) Lap Race – Best In The Desert determines that the Overall Leader is required to complete three laps. Best In The Desert will consider you to be a finisher but you must complete two (2) laps and you must receive the checkered flag after the Overall Leader receives the checkered flag. If a competitor starts their third (3rd) lap before the Overall Leader receives the checkered flag and they break down on the third (3rd) lap, they are considered a DNF (did not finish.) If a competitor is having problems with their race vehicle, and does not think they can finish the third lap, and they are on their second (2nd) lap, they will then want to stop no closer than a ¼ mile from the finish line (checkered flag) and wait for the Overall Leader to receive the checkered flag, then cross the finish line for a finish. The competitor must receive the checkered flag to be considered a finisher.

**SEC16: Points** – All Riders of Record must be ENTERED. Race Vehicle must START in ALL races to be considered for a Year-End Championship podium position, a podium finish is 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place. Points awarded for miles on course, determined by the last Best In The Desert **Stop Check** vehicle cleared on the course if you DNF. All year-end ties are determined by the finishing record of the entrants involved. **A Tie** - If there is a tie after your points are computed, after the throw-out race (except Quads and Motorcycles,) then the tie will be determined by whoever finishes the best at the last race of the year.

## PROTESTS

**SGP1:** The director or operations manager, with or without protest, has the right to penalize, fine, disqualify, and/or suspend any vehicle or entrant for violation of any **Best In The Desert Racing Association** rules. Another entrant within the same class may make technical protests as the entrant being protested. A five hundred-dollar (\$500) cash fee must accompany protests for each item protested. The protest must be in writing along with the fee and be delivered to the operations manager or director no later than 30 minutes after the official end of time limit. If the protest is proved valid, the \$500 fee will be returned to the protestor. If the protest is proved invalid, the \$500 goes to the person who was protested. Protests considered by the operations manager that show a lack of sportsmanship may not be accepted. The operations manager will direct the technical director to check the protested items. The decision of the race steward and director will be final. Interpretation of all rules along with violations and penalties thereof are at the discretion of **Best In The Desert Racing Association**. Penalties levied at the discretion of **Best In The Desert Racing Association** are final.

**SGP2:** Any entrant who has an official protest lodged against his/her race vehicle must submit to an inspection of the protested items. Failure to submit to inspection will result in automatic disqualification and/or suspension. Those attending the inspection(s) will be as follows:

- A. The protester or their designated representative.
- B. The protested competitor or their designated representative.
- C. The protested competitor's mechanic.
- D. **Best In The Desert Racing Association** officials.
- E. **Best In The Desert Racing Association** Chief Technical Inspector and or Operations Manager who shall perform the required inspection of the protested items(s).
- F. At the discretion of **Best In The Desert Racing Association**, with the approval of the protested competitor, members of the press will be permitted to observe for reporting purposes only.

G. No other persons shall be present nor witness the proceedings until the inspection has been completed.

**SGP3:** A complaint filed for improper riding or conduct does not require a cash fee. The complaint must be filed in writing with the operations manager *or director* no later than 30 minutes after the official time limit of event. A complaint may be verbally filed with any radio equipped **Best In The Desert Racing Association** official if entrant filing the complaint is broken down on the track. The official will notify the operations manager *or director* of the protest. The entrant against whom the complaint is filed will be held in impound until complainant arrives at the impound area. The complainant must make every effort to arrive at the impound area within one hour after the official end of event.

## INFRACTIONS & PENALTIES

**SIP1:** The following legend of infraction penalties is a guideline used by **Best In The Desert Racing Association** in assessing penalties. These guidelines are not meant to infer that these are the only possible infractions or penalties that may be assessed against any entrant participation in a **Best In The Desert Racing Association** sponsored event.

- A. Failure to appear before the operations manager and/or director when requested: Letter of reprimand and infraction penalty.
- B. Second failure to appear before the operations manager and/or director when requested within one season: Infraction penalty and suspension for up to one year.
- C. Three or more letters of reprimand in a single **Best In The Desert Racing Association** season: Loss of one position in last race entered.
- D. Rolling through a stop-check, Pit stop, or paved road crossing (i.e. failure to come to a complete stop): Five minute time penalty each occurrence.
- E. Speeding through and/or unsafe racing up to or through a stop checkpoint: Disqualification.
- E. Race vehicle traveling on the racecourse in the reverse direction of the race, before the official end of the event: Disqualification.
- F. Pit support vehicles traveling on the racecourse before the official end of event: Disqualification.
- G. Pits (stationary, roving or chase) located in any areas other than those areas officially recognized as pit areas as designated by **Best In The Desert Racing Association**: Disqualification.
- I. Minor vehicle contact: One position.
- J. Major vehicle contact: Disqualification.
- K. Abusive conduct toward a race official: Disqualification, suspension, one hundred dollar (\$100) fine or any combination of the three.
- L. Short coursing: Disqualification.
- M. Stationary pits or chase crews outside of designated areas or traveling in restricted areas: Disqualification.
- N. Reckless driving in pit areas or any access roads by race vehicle or race support vehicles: Disqualification.
- O. Speeding in a restricted speed area up to 10mph over announced or posted speed limit by race

vehicle or race support vehicles: One position.

P. Speeding in a restricted speed area over 10mph over announced or posted speed limit by race vehicle or race support vehicles: Disqualification.

Q. Any combination of two or more infractions at any one **Best In The Desert Racing Association** sponsored event: Disqualification.

R. *The Director or Operations Manager has the final decision on all issues involving any **Best In The Desert Racing Association** events. The Director has full discretion to make any final determinations, judgments, penalties or suspensions in relationship to all **Best In The Desert Racing Association** rules and/or regulations.*

## **RIDERS / CO-RIDERS**

**SDC1:** Only entrants that are listed on official **Best In The Desert Racing Association** entry form may ride or co-ride on the vehicle for which they are registered. In the event of an emergency, any registered arm-banded racer may get on the race vehicle, but the registered racer must get approval from a **Best In The Desert Racing Association** official.

**SDC2:** **Best In The Desert Racing Association** reserves the right to change race vehicle numbers and/or background colors.

**SDC3:** The rider of record must sign all entry forms and releases in person during the registration period to be eligible for points during that event. Identification may be required. **Special consideration registration** may be permitted with advanced approval of **Best In The Desert Racing Association**.

**SDC4:** Riders may change places with other riders on their team only at officially designated pit stop areas. In an emergency Rider change may be made out on course with the approval of a **Best In The Desert Racing Association** official

## **PITS**

**SGPT1:** No vehicle will be permitted to enter pit areas or race area without a valid **Best in the Desert Racing Association** pit pass. (If an event pit pass is required.) Pit pass must be securely attached to front windshield and be clearly visible. The race-vehicle number must be clearly displayed on front window (refer to **SCR23**).

**SGPT2:** At all times the rider of record assumes responsibility for the actions of their pit crew members, support crews, and all others associated with their team.

**SGPT3:** No person(s) under suspension by **Best In The Desert Racing Association** will be permitted to participate or be permitted to enter the pits or race area.

**SGPT4:** Any pit support vehicle running on or near the racecourse may result in the entrant being disqualified. Any pit support vehicle traveling in a restricted area may result in entrant being disqualified. No pit vehicle may follow or lead a race vehicle on the racecourse. Any pit vehicle running backwards on the racecourse will cause race vehicle to be disqualified. Any pit support vehicle stopping at a paved road crossing may cause race vehicle to be disqualified. Any pit support vehicle stopping on a road that is near the racecourse and not in an official designated area may cause race vehicle to be disqualified.

**SGPT5:** Any entrant, crew member, or other pit pass holder who takes part in any demonstration in the pits, on the course, or surrounding area before, during or after an event shall be subject to expulsion from the area, suspension from future **Best In The Desert Racing Association** sponsored events and possible legal action.

**SGPT6:** Maximum speed limit on all main pit access roads and in all pit areas will be 15mph for all vehicles. Maximum speed limit on all other access roads will be 35mph. **Best In The Desert Racing Association** reserves the right to change speed limits to account for conditions.

**SGPT7:** The pit stop captain shall determine the pitting zone around each pit stop.

**SGPT8:** All pits must be at least 50 feet from the edge of the racecourse to the race track side of race vehicle. No pit may be in the first 50 feet leading into and the first 100 feet leading out of a turn. Pits located within the turn area or less than 50 feet from the track will subject entrant to penalties of up to and including disqualification and or a minimum of one-hour time penalty at the discretion of the director or operations manager. **Mandatory** at all pits, some form of approved fuel containment mat under the vehicle when fueling. A tub or bucket to catch overflow is mandatory as well.

**SGPT9:** All pits must have the equivalent of a UL approved 10-lb. ABC fire extinguisher at all times; the extinguisher(s) must be manned during all pit stops. This capability may be accomplished using fire extinguishers of any combination (minimum 5-lb. extinguisher) that equals 10 lbs. (i.e. one 10 lb., two 5 lb.). All pit fire extinguishers must have current (less than one year old) fire marshal's tag, seal in place, and be fully charged.

**SGPT10:** All young children and pets must be kept out of the immediate area where vehicle will pit. Pets must be kept on a leash. All campfires must be kept out of immediate pit area. Campfires must not be placed between the track and pit vehicles. Campfires may not be permitted due to federal and state regulations.

**SGPT11:** All entrants are responsible for cleaning the pit areas they use during the event.

## **TECH-INSPECTION & IMPOUND**

**SGT1:** It is the entrants', riders', owners', and sponsors' full responsibility to meet all **Best In The Desert Racing Association** rules and regulations.

**SGT2:** **Best In The Desert Racing Association** reserves the right to limit the number of personnel into any area or garage in which inspections are being made or within which vehicles are impounded.

**SGT3:** **Best In The Desert Racing Association** reserves the right to seal or impound any and all race vehicles.

**SGT4:** **Best In The Desert Racing Association** assumes no responsibility for impounded vehicles. **Best In The Desert Racing Association** intends to make reasonable efforts to ensure the vehicles' security.

**SGT5:** The *director*, operations manager and/or chief technical inspector may impound any vehicle or vehicle parts.

**SGT6:** No vehicle may be removed from an inspection area or impound area without permission from the operations manager and chief technical inspector. Failure to comply shall subject that entry to disqualification. Any vehicle not taken directly to the inspection or impound area when requested by the operations manager or chief technical inspector shall subject that entry to disqualification.

**SGT7:** The chief technical inspector may seize any illegal parts or devices found on any vehicle. Any item seized by the chief technical inspector will not be returned, nor will there be any compensation made by **Best In The Desert Racing Association**, its officials or directors to any entrant who has illegal items seized.

**SGT8:** Entrants must make all reasonable effort to arrive at the registration and pre-race technical inspection during the hours listed on race information sheets. Failure to do so may result in penalties being placed on entrant at the discretion of **Best In The Desert Racing Association**. The penalties are as follows:

- **First offense:** One hundred dollar (\$100) fine to be paid at registration and/or technical inspection area.

- **Second offense:** One hundred dollar (\$100) fine and a 5-minute per 100 miles of course time penalty (i.e., 200-mile course will result in a 10-minute time penalty).
- **Third offense and on:** One hundred and fifty dollar (\$150) fine and a 10-minute per 100 miles of course time penalty (i.e., 200-mile course will result in a 20-minute time penalty).

## PRE-RACE TECH

**SGT9:** Each vehicle must pass a safety inspection before it will be permitted to race in any **Best In The Desert Racing Association** event. A designated identification marker will be placed on the vehicle after successfully passing the safety inspection. The identification marker must remain on the vehicle until after the finish of the race. *A Best In The Desert decal must be placed on each side of the vehicle in a prominent location.*

**SGT10:** All personal protective gear will be checked at pre-race tech. This includes but is not limited to, helmets and boots. This does not imply that these items will be the only items checked.

**SGT11:** Pre-race impound will be at the discretion of **Best In The Desert Racing Association**. After safety inspection, vehicles will be directed to an impound area where they will remain until assigned removal time. No one will be permitted into impound area after vehicle is placed in impound. Entrants must receive written special permission from **Best In The Desert Racing Association** to enter impound after vehicle is placed in impound.

**SGT12:** It is mandatory for all race vehicles to have U.S. Forest Service approved spark arrestor securely attached to the exhaust pipe.

## POST-RACE-TECH

**SGT13:** **Best In The Desert Racing Association** reserves the right to subject any vehicle to a mechanical inspection at the discretion of the operations manager and/or chief technical inspector. In the event of a mechanical inspection, the rider of record will be responsible for removing or preparing the requested items to be inspected as directed. Failure to comply will result in disqualification of entrant and vehicle, and may result in suspension from future **Best In The Desert Racing Association** sponsored events.

**SGT14:** The operations manager or director may require the owner or entrant of a vehicle damaged in a race-related incident to submit to post-incident inspection. If the owner or entrant refuses, the vehicle and entrant may be disqualified and suspended from future **Best In The Desert Racing Association** events.

**SGT15:** Post-race impound of all finishing vehicles is at the discretion of **Best In The Desert Racing Association**. Impound time limit is one hour after the official finish of the race. **Best In The Desert Racing Association** will release vehicles earlier at its discretion. Vehicles involved in any type of protest or complaint will be held until after resolution of protest or complaint.

## COMPETITION REGULATIONS

The regulations herein apply to all classes unless otherwise noted in supplementary or specific class regulations. Modifications or optional equipment is not permitted unless the class requirements or safety regulations specifically state that it will be permitted. **Best In The Desert Racing Association's** intent when prescribing specifications for safety equipment for vehicles that will compete under **The American Off-Road Racing Series** rules is to provide reasonable protection to all entrants, pit crews, officials and spectators. **Best In The Desert Racing Association** encourages all entrants to give full attention to safety requirements. Entrants must wear an approved helmet, boots, protective clothing, eye protection and safety equipment when operating a vehicle on the race course at any time, including warm ups and testing.



## SAFETY EQUIPMENT

### SCR1: HELMETS & BOOTS

Helmets must be of approved by one of the following; **Snell M2010/ M2015, DOT FMVSS218, ECD ECE22-05, BSI 6658 Type A, BSI sticker attached, and be of full-face design** (no open face helmets). Straps must have D-ring fasteners only. No snaps or Velcro will be permitted. The interior and exterior areas of the helmet must be free of defects (i.e., the padding must be in good condition and the exterior of the helmet must not be damaged). **Best In The Desert Racing Association** strongly recommends that entrants use helmets specifically designed for racing.

#### BOOTS

Motorcycle/Quad boots are mandatory for every participant and must be designed for off-road use.

### SCR2: PROTECTIVE CLOTHING

Protective clothing accessories are not required but highly recommended by **Best In The Desert Racing Association**.

### SCR3: EYE PROTECTION

Shatter resistant eye protection is required for all motorcycle/quad entrants competing in a **Best In The Desert Racing Association** event.

### SCR4: BREAKDOWN SAFETY DEVICES

Official **Best In The Desert Racing Association** “stuck-stub” information cards are supplied to each entrant at registration. These stuck-stubs must be kept with the vehicle along with a writing instrument. If a break down or out-of-race condition occurs, the stuck stub must be completed and given to the proper race official or passed on to another entrant to give to a race official.

### SCR5: REFLECTOR

At certain long distance events **Best In The Desert Racing Association** will require that all vehicles must have a 2-inch wide x 4-inch long red reflective tape or 2-inch round red reflectors (DOT stock taillight lenses satisfy this requirement) attached to the rearmost portion of vehicle. The reflective tape or reflectors must be clearly visible from the rear. Entrants will also be asked to wear a Red Safety Light, must be purchased from a designated manufacturer to ensure the same consistency in light.

### SCR6: SURVIVAL SUPPLIES

All riders must carry at least one day of survival supplies and at least one quart of water. It is highly recommended that additional water be carried for each occupant during the hotter months. **Best In The Desert Racing Association** is concerned about the safety of racers exposed to the elements for prolonged periods should they break down or crash.

## STEERING & BRAKE COMPONENTS

### SCR7: BRAKES

Brakes must be in a safe working condition and be able to apply adequate force to lock up tires. Brakes must be in a safe operating condition during the entire event. If brake system problems do occur during the event they must be repaired before continuing in competition.

## ELECTRICAL SYSTEM

### SCR8: IGNITION

Each vehicle must have a positive action on/off switch in good working order and be located within easy reach of the rider.

### SCR9: BATTERIES

Batteries must be securely mounted so as to minimize the chance of breakage and spilling of acid.

## FUEL SYSTEM

### SCR10: FUEL

Any of the following commercially available fuels may be used:

- A. Service station pump gasoline (the type normally used in passenger vehicles for highway use)
- B. Racing gasoline as manufactured
- C. Commercial aviation gas.

No alcohol, NOS, nitro-methane, propane or natural gas is permitted. Commercially produced nationally advertised fuel additives may be used.

**Mandatory** at all pits, some form of approved fuel containment mat under the vehicle when fueling. A tub or bucket to catch overflow is mandatory as well.

### SCR11: FUEL TANKS

All fuel tanks must be securely mounted and properly vented and have no leaks.

## ENGINE & TRANSMISSIONS

### SCR12: ENGINE LOCATION & DISPLACEMENT

Where applicable engine displacement and location must adhere to class rules. Engine displacement and location may be checked by **Best In The Desert Racing Association**.

### SCR13: EXHAUST

**Best In The Desert Racing Association** will require approved spark arresters and approved mufflers on all vehicles.

## VEHICLE SAFETY EQUIPMENT

### SCR14: SEATING

All seats must be securely mounted to frame of vehicle.

## GENERAL VEHICLE COMPONENTS

### SCR15: STORAGE

All spare parts and extra equipment carried on a vehicle must be securely fastened to prevent movement during competition. All spare parts and extra equipment must be carried in such a manner as to reduce the risk of injury to the rider.

### SCR16: FENDERS

Fenders must be securely attached to vehicle on all classes. The removal of fenders during competition for any reason other than damage incurred during the competition will not be allowed.

### SCR17: HOSES

All fuel and brake line hoses including metal lines and fittings must be clamped and/or safety wired.

### SCR18: IDENTIFICATION MARKERS

All vehicles in competition must display the official **Best In The Desert Racing Association** decal on both sides of the vehicle. All vehicles in competition must be identified with the correct class vehicle numbers and be

displayed in the proper locations as prescribed herein.

All **Best In The Desert Racing Association** class champions may run red number plates with white numbers and white letters.

All **pro-class** entries must have white numbers on blue backgrounds. This is mandatory. No other combination will be permitted.

All **sportsman-expert-class** vehicles must have black numbers on a white background. This is mandatory. No other combination will be permitted.

All **sportsman-amateur-class** vehicles must have black numbers on a yellow background. This is mandatory. No other combination will be permitted.

**Note: Best In The Desert Racing Association** assumes no responsibility for scoring vehicles with unrecognizable numbers. It is the vehicle **rider's responsibility** for keeping **numbers recognizable**.

All vehicles in competition must have identification numbers in the following locations and sizes:

- Minimum 6 inches high with 1/2-inch-wide stroke on each side of vehicle.
- Minimum 6 inches high located on the front of vehicle and plainly visible from the front of the vehicle.
- Division letter shall be placed to the left of assigned number.
- For Quads: Minimum 6 inches high visible. Quads must have at least two (2) number plates: 1) Front and 2) Rear. The Rear plate must be vertical, (i.e. fishtail design) and visible from both sides.

#### **PIT-SUPPORT VEHICLES**

All pit-support vehicles will have minimum 4-inch high white numbers (number of vehicle pitting for) on upper passenger-side corner of front windshield.

**SCR19: ADVERTISING ON VEHICLES** Advertising, symbols and names may be displayed on vehicles contingent that they do not interfere with identification markings.

**SCR20: WORKMANSHIP** All construction, modifications and alterations must be performed in a workmanlike manner and meet with the rules, regulations and approval of **Best In The Desert Racing Association**.

**SCR21: RADIO EQUIPMENT** Any race or support vehicle radio equipment is strictly prohibited from interfering with or disrupting race communications on all frequencies allotted to the amateur radio band, public service band, marine band and aircraft band as permitted by FCC rules. **Best In The Desert Racing Association** uses the **151.490MHz** frequency.

**SCR22: Foot Pegs** for safety concerns foot pegs must be folding type, except for Quads.

**SCR23: Sharp Objects** No vehicle will be allowed to start competition with any sharp or pointed objects such as broken clutch levers, etc.

#### **SCR23: SCORING TRANSPONDERS**

All vehicles in competition shall have a transponder mandated by **Best In The Desert Racing Association**. All transponders shall be securely attached to the race vehicle with 2 bolts and 2 locking nuts. **Motorcycles** shall have the transponder mounted on the top of the front fender or on the handle bar.

**Quads** shall have the transponder mounted on the top of either the front fender, rear fender, nose piece or handle bar

## GENERAL COMPETITION CLASSES

**SCR24: MOTORCYCLE AND QUAD CLASSES** **Best In The Desert Racing Association** sanctions three separate general classes for motorcycle and quad racing. Professional (Pro), Sportsman Expert (Exp), and Sportsman Amateur (Ama). Pro divisions compete for prize money, while Sportsman divisions do not.

### SCR25: Motorcycle Classes

**Best In The Desert Racing Association** sanctions separate general divisions for motorcycle racing within each class as noted. Designated divisions are:

<b>Open</b>	Pro	Exp	Ama
<b>250cc – 300cc 2-Strk</b>	Pro	Exp	Ama
<b>+30</b>	Pro	Exp	
<b>+40</b>	Pro	Exp	
<b>+50</b>		Exp	
<b>IRONMAN</b>		Exp	Ama

### SCR26: Quad Classes

**Best In The Desert Racing Association** sanctions separate general divisions for motorcycle racing within each class as noted. Designated divisions are:

<b>Quad</b>	Pro	Exp	Ama
<b>Quad IRONMAN</b>		Exp	Ama

### SCR27: TEAMS

At any event designated as a team race, multiple riders are allowed for each vehicle. Pro and sportsman entries to four. These restrictions may change at specific events, and will be announced prior to the event. All individuals of a team entered in an age division must qualify for the age criteria of that division to compete.

### SCR28: STAGING

At all events start line staging is performed in a designated sequence deemed by the Director or Operations Manager of Best In The Desert. Starting order within each motorcycle and quad class is assigned at registration by the amount of classes starting the event. For motorcycles and quads, starting order of the divisions will be announced at the riders meeting.

**SCR29: Age Classes** Participants competing in an age division must be old enough to qualify for that division by the date of the event. Age classes must show proof of age at final event registration. Motorcycle displacement is unlimited. See also **SCR27**.

**SCR30: Advancements** Participants competing in an amateur class will be promoted to Expert based on their performance and at the discretion of **Best In The Desert Racing Association**.

## CHASSIS RESTRICTIONS

### SCR31: MOTORCYCLE CHASSIS

Motorcycle classes are restricted to any chassis considered “full size”. Any motorcycle of less than 125cc are not allowed at this time.

# CLASS OPEN MOTORCYCLE

## GENERAL REGULATIONS

Class entrants shall comply with all class and applicable general regulations.

## COMPETITION REGULATIONS

This is an open class and all components will be considered open unless otherwise stated within these class rules.

**Note:** The **SCR** section provides basic guideline *competition rules* that apply to this class and are part of the class rules. Where a conflict exists, the rule contained within the division section has precedence.

## ENGINE & TRANSMISSION

**SCR12: ENGINE LOCATION & DISPLACEMENT** Any engine may be used providing:

- A. It is a design that is readily available to the general public in the U.S.A.
- B. It displaces more than 125cc.

# CLASS 250 / 300 MOTORCYCLE

## GENERAL REGULATIONS

Class entrants shall comply with all class and applicable general regulations.

## COMPETITION REGULATIONS

**Note:** The **SCR** section provides basic guideline *competition rules* that apply to this class and are part of the class rules. Where a conflict exists, the rule contained within the division section has precedence.

## ENGINE & TRANSMISSION

**SCR12: ENGINE LOCATION & DISPLACEMENT** Any engine may be used providing: A. It is a design that is readily available to the general public in the U.S.A.

- B. It displaces more than 126cc and less than 309cc.

# CLASS +30 MOTORCYCLE

## GENERAL REGULATIONS

Class entrants shall comply with all class and applicable general regulations.

## COMPETITION REGULATIONS

**Note:** The **SCR** section provides basic guideline *competition rules* that apply to this class and are part of the class rules. Where a conflict exists, the rule contained within the division section has precedence.

## GENERAL COMPETITION CLASSES

**SCR29: Age Classes** Participants competing in this division must be 30 years of age or older by the date of the event. See also **SCR27**.

## ENGINE & TRANSMISSION

**SCR12: ENGINE LOCATION & DISPLACEMENT** Any engine may be used providing:

- A. It is a design that is readily available to the general public in the U.S.A.
- B. It displaces more than 125cc.

# CLASS +40 MOTORCYCLE

## GENERAL REGULATIONS

Class entrants shall comply with all class and applicable general regulations.

## COMPETITION REGULATIONS

**Note:** The **SCR** section provides basic guideline *competition rules* that apply to this class and are part of the class rules. Where a conflict exists, the rule contained within the class section has precedence.

## GENERAL COMPETITION CLASSES

**SCR29: Age Classes** Participants competing in this class must be 40 years of age or older by the date of the event. See also **SCR27**.

## ENGINE & TRANSMISSION

**SCR12: ENGINE LOCATION & DISPLACEMENT** Any engine may be used providing:

- A. It is a design that is readily available to the general public in the U.S.A.
- B. It displaces more than 125cc.

# CLASS +50 MOTORCYCLE

## GENERAL REGULATIONS

Class entrants shall comply with all class and applicable general regulations.

## COMPETITION REGULATIONS

**Note:** The SCR section provides basic guideline *competition rules* that apply to this class and are part of the class rules. Where a conflict exists, the rule contained within the class section has precedence.

## GENERAL COMPETITION CLASSES

This class is not available for PRO riders. **SCR29: Age Classes** Participants competing in this class must be 50 years of age or older by the date of the event. See also **SCR27**.

## ENGINE & TRANSMISSION

**SCR12: ENGINE LOCATION & DISPLACEMENT** Any engine may be used providing:

- A. It is a design that is readily available to the general public in the U.S.A.
- B. It displaces more than 125cc.

# CLASS IRONMAN MOTORCYCLE

## GENERAL REGULATIONS

Class entrants shall comply with all class and applicable general regulations.

## COMPETITION REGULATIONS

**Note:** The SCR section provides basic guideline *competition rules* that apply to this class and are part of the class rules. Where a conflict exists, the rule contained within the division section has precedence.

## GENERAL COMPETITION CLASSES

Participants competing in this class must be enter and ride the event solo, completing the entire endeavor riding alone. No team participation allowed.

## ENGINE TRANSMISSION AND DRIVELINES

**SCR12: ENGINE LOCATION & DISPLACEMENT** Any engine may be used providing:

- A. It is a design that is readily available to the general public in the U.S.A.
- B. It displaces more than 125cc.



# CLASS QUADS

## GENERAL REGULATIONS

Class entrants shall comply with all class and applicable general regulations.

## COMPETITION REGULATIONS

This is an open class and all components will be considered open unless otherwise stated within these class rules. **Note:** The **SCR** section provides basic guideline *competition rules* that apply to this class and are part of the class rules. Where a conflict exists, the rule contained within the class section has precedence.

**QR1: Quad Classes Best In The Desert Racing Association** sanctions separate general classes for quads racing within each class as noted.

Designated classes are as following:

**Professional Class**

**Expert Class**

**Amateur Class**

**Note:** All Quad Classes are Open (i.e. Unlimited Displacement, Unlimited Frame Size, Unlimited Wheel Size, Unlimited Suspension.) All Quad Classes are non-age group classes.

## ENGINE & TRANSMISSION

**QR2: ENGINE LOCATION & DISPLACEMENT** Any engine may be used providing:

- A. It is a design that is readily available to the general public in the U.S.A.
- B. It displaces more than 200cc.

# CLASS QUAD IRONMAN

## GENERAL REGULATIONS

Class entrants shall comply with all class and applicable general regulations.

## COMPETITION REGULATIONS

This is an open class and all components will be considered open unless otherwise stated within these class rules. **Note:** The **SCR** section provides basic guideline *competition rules* that apply to this class and are part of the class rules. Where a conflict exists, the rule contained within the class section has precedence.

**QR3: Quad Ironman Classes Best In The Desert Racing Association** sanctions separate general classes for quads racing within each class as noted.

Designated classes are as following:

**Expert Class**

**Amateur Class**

**Note:** All Quad Ironman Classes are Open (i.e. Unlimited Displacement, Unlimited Frame Size, Unlimited Wheel Size, Unlimited Suspension.) All Quad Classes are non-age group classes.

## **GENERAL COMPETITION CLASSES**

Participants competing in this class must be enter and ride the event solo, completing the entire endeavor riding alone. No team participation allowed.

## **ENGINE & TRANSMISSION**

**QR4: ENGINE LOCATION & DISPLACEMENT** Any engine may be used providing:

- A. It is a design that is readily available to the general public in the U.S.A.
- B. It displaces more than 200cc.