



UTV WORLD CHAMPIONSHIP GENERAL REGULATIONS

** Updated October 7th, 2021 **

INTRODUCTION

The UTV World Championship Rulebook is the exclusive property of The UTV World Championship Race Corp. The publication, distribution, and/or use of these rules by another organization or individual is strictly forbidden unless prior written consent is given by The UTV World Championship Race Corp. owners.

This Rulebook contains rules, regulations, policies, specifications, and technical requirements overseeing the operations of, and participation in, the UTV World Championship off-road races. It is being published to provide for the professional conduct of The UTV World Championship racing events and to establish the minimum acceptable safety requirements for such events. The UTV World Championship owners reserve the right to alter, suspend or update this Rulebook, and/or issue additional regulations, at any time with or without notice, and at their sole discretion.

This Rulebook contains both a general set of UTV World Championship race competition rules, as well as vehicle specific rules that govern each class. It is mandatory that every UTV World Championship race participant (owners, builders, drivers, co-drivers, pit crews, etc...) know these rules and adhere to them strictly or face penalties, possible disqualification and/or removal from the races if at any time, especially if their actions are deemed unsafe.

Ignorantia juris non excusat. The rules, regulations, policies, specifications, and technical requirements governing the conduct of, and participation in, the UTV World Championship shall be deemed in effect at all times, regardless of whether or not any UTV World Championship Race Participant has knowledge of them.

LIABILITY

All UTV World Championship Participants hereby acknowledge that operating an off-road vehicle for any purpose, and especially for the purpose of high-speed competition, is inherently dangerous and presents a significant risk of personal property damage, personal injury and/or death - at all times.

All UTV World Championship Participants assume any and all risks associated with using any/all information presented in this Rulebook, including the use of head, neck and body restraint or other safety systems, or participating in any way in The UTV World Championship Race event, whether those risks are known or unknown, inherent or otherwise.

The UTV World Championship Race Corp, its members, officers, directors, or staff, assume no responsibility, legal, or otherwise, for failure or defect of any products of manufacturers listed in this Rulebook

The technical specifications and safety standards presented in this Rulebook are intended for use as a guide with respect to safety and for no other reason, either expressed or implied.

The UTV World Championship Race Corp. assumes no responsibility for decisions made by individuals using this rulebook. The use of these Rules by any association, or organization, manufacturer or individual is voluntary. The UTV World Championship Race Corp. does not accept responsibility for consequences resulting from their application.

Force Majeure. The UTV World Championship assumes no responsibility whatsoever for delays, postponements or cancellations of all or part of an event for any reason, including inclement weather, acts of God, or unsafe course conditions.

The UTV World Championship event participants, officials, and volunteers are not employees of The UTV World Championship Race Corp. and are solely responsible for any taxes, premiums or other charges resulting from prizes awards or giveaways earned by Participants, officials, volunteers, or staff.

OVERVIEW

The UTV World Championship Rulebook is intended as a guide for the conduct of The UTV World Championship Race *only* and is in no way a guarantee against injury or death to Participants, spectators, or employees. No express or implied warranty of safety shall result from publication of or compliance with these rules and/or regulations.

The UTV World Championship Race and events are private. The UTV World Championship Race Corp. reserves the right to refuse entry to any applicant, team, competitor, entrant, participant, or any other person, to any event for any reason.

The UTV World Championship Race Corp. and its staff, agents and volunteers are not professional safety equipment makers, professional designers, fabricators, or equipment installers and this Rulebook is published without warranty expressed or implied. Compliance with this Rulebook does not imply or guarantee any Participant against property loss or damage or injury, or death.

UTV World Championship Race Participants shall at all times exercise sound judgment and the highest level of sportsmanship, and are responsible for their own safety and bodily well-being at all times, regardless of any of the Rules or Regulations contained herein. Nothing in this Rulebook shall be construed as The UTV World Championship Race Corp accepting liability for bodily injury or property damage by one Race Participant to another, or spectator or employee.

Specifications and standards for equipment established in this Rulebook, particularly safety standards, are the minimum requirements. Nothing in this Rulebook should be interpreted to prevent teams or participants from utilizing greater safety mechanisms or establishing stricter safety standards than the minimums required, so long as they do not conflict with other rules published in this rulebook.

This Rulebook and the information contained herein is NOT intended to be professional, advice on how to design, build, fabricate, install or use any vehicle, component, part, device, system, or piece of equipment, including safety systems.

Nothing in this Rulebook shall be construed to override local, state and federal law. UTV World Championship Race Participants shall at all times obey local, state and federal laws and comply with any request by Las Vegas Metro Police, Las Vegas Sheriffs, Bureau of Land Management staff including any BLM Law Enforcement Officers, UTV World Championship Owners, the UTV World Championship Race Director, The UTV World Championship Safety Director, The UTV World Championship Medical Director, and any UTV World Championship Ranger.

All UTV World Championship Race Participants, spectators, and employees, including the reader of this Rulebook, hereby agree to waive, and release, and relinquish, and protect, and hold harmless / indemnify and defend the promoters, race operators, and The UTV World Championship Race Corp., including their successors, and heirs, and officers, and officials, and staff/employees, and agents, and contractors, as well as their respective insurance companies, and successors in interest, sponsors, agents, employees, representatives, assignees, officers, directors, and shareholders of and from any and all claims, demands, liabilities, losses, costs, or damages or expense for any other loss or damage arising, or alleged to have arisen, from any use of any information contained in this Rulebook or by reason of any inaccurate or incomplete information, omission of information, or any negligent act in or related to this Rulebook.

DEFINITIONS AND GENERAL INFORMATION

TERMINOLOGY DEFINITIONS

The terminology, definitions and abbreviations contained herein shall be used in The UTV World Championship rulebook, supplementary rules, entry forms, and newsletters and for general use.

RULE USAGE

The UTV World Championship PROMOTION: Any and all racing related events fully produced by The UTV World Championship.

The UTV World Championship CO-PROMOTION: Another promoter working with The UTV World Championship to promote an event.

The UTV World Championship SANCTION: The documentary authority to organize and conduct an event as granted by The UTV World Championship.

ORGANIZATION TERMINOLOGY

The UTV World Championship: The promoter/sanctioning body.

EVENT: A contest between one or more vehicles competing against the clock.

CLASS: A class is a category of vehicles as determined by seating capacity, engine size, suspension type, or any other method listed in this The UTV World Championship rulebook. Classes may be combined at the discretion of The UTV World Championship .

Pro class entrants will be eligible to receive points, 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. They may receive monetary awards at the discretion of The UTV World Championship.

ENTRANT: A UTV World Championship member whose entry is accepted for an event.

DRIVER OF RECORD: The person listed on an official The UTV World Championship entry form to be the main operator of a vehicle entered in an event. The driver 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 The UTV World Championship. Driver of Record is responsible for all actions of his/her team, pit crew and/or anyone associated with the Driver of Record / race vehicle number. Minimum age for drivers in any Car/Truck class is 14 years old, must be 14 by the date of the event. Exceptions may be made on a case-by-case basis. Co-driver age is not restricted.

CO-DRIVER: A person listed on an official The UTV World Championship entry form as a cooperater of a vehicle that is eligible to drive or ride during the course of the race. The co-driver must sign all entry and release forms in person during the normal registration time at the same time as the driver 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 The UTV World Championship.

CONTESTANT: A person listed on an official The UTV World Championship entry form to compete in a race as either a driver or co-driver.

OFFICIALS

RACE DIRECTOR: Responsible for all race events of the organization. The head judicator and referee of the races. All other officials report directly to the Director. The Director has the final decision on all issues involving any of The UTV World Championship race events. The Director has full discretion to make any final determinations, judgments or penalties in relationship to all The UTV World Championship rules and/or regulations.

OPERATIONS MANAGER: The second in command. Responsible for helping plan, organize and supervise the on-course conduct of all race events, and carrying out other responsibilities as assigned by the Director. In the absence of a Director, the Operations Manager will assume all the Responsibilities of the Director.

TECHNICAL DIRECTOR: The race official appointed by The UTV World Championship to direct the inspections of entrant's vehicles before and after each event, for technical and safety compliance with The UTV World Championship's rulebook. Decisions adjudicated by the Technical Director will be final.

ASSISTANT TECHNICAL DIRECTOR: The race official appointed by the Technical Director and The UTV World Championship to assist the Technical Director. The Assistant Technical Director shall perform all duties of the Technical Director in the event the Technical Director is not available. The Technical Director shall carry out all other duties as assigned by the Director and / or Technical Director.

SCORING DIRECTOR: The race official appointed by The UTV World Championship to direct the timing and scoring operations of a race event.

COMMUNICATIONS DIRECTOR: The race official appointed by The UTV World Championship to direct the radio, cellular, and internet based communications networks used for the events and races.

RACE OFFICIAL: All individuals designated by the Director or Operations Manager to officiate at The UTV World Championship races.

COURSE MARSHALS: The race officials appointed by The UTV World Championship to assist the Operations Manager in the on-course conduct of a race event.

CHECKPOINT CAPTAIN: A race official appointed by The UTV World Championship to direct the operations of their checkpoint and the immediate area around the checkpoint.

PAVED ROAD CROSSING CAPTAIN: A race official appointed by The UTV World Championship 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 UTV World Championship to direct the operations of their pit stop and the immediate area around the pit stop.

STARTER: The person responsible for starting any of the UTV World Championship races, 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, and/or technical or class rule changes.

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

CONTINGENCY: A contingency is the commitment made to The UTV World Championship 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. For 2020 and beyond the UTV World Championship has elected not to use a Payback system, but rather to offer purses to classes with 5 or more entrants. In general these purses will be made public prior to race day.

RULES ABBREVIATIONS

MGR: GENERAL RULES

MGE: ENTRANTS

MGD: DISQUALIFICATION

MEC: EVENT COURSE

MGP: PROTESTS

MIP: INFRACTION PENALTIES

MDC: DRIVER / RIDER, CO-DRIVER / CO-RIDER

MGPT: PITS

MGT: TECH-INSPECTION and IMPOUND

MCR: COMPETITION REGULATIONS

GENERAL RULES

MGR1: Off-road racing is a dangerous motorsport by nature. As such, no entrant, pit crew member or vehicle sponsor shall have any claim for damages, expenses, lawsuits or otherwise against the owners, sanctioning bodies, promoters, track builders, race operators, The UTV World Championship officers, agents or directors arising from damage to any vehicle, personal injury or death, or monetary loss of any kind whatsoever. All entrants, pit crew members or vehicle sponsors who voluntarily participate in any racing activities conducted under these rules, waive any claim they may have against the owners, sanctioning bodies, promoters, track builders, race operators, The UTV World Championship officers, agents, vendors, employees, volunteers or directors.

MGR2: The promoters or Race Director may run any type of racing for The UTV World Championship event and races.

MGR3: The Race 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.

MGR4: The UTV World Championship may issue special rulings to account for conditions presented by the location of the race, the condition of the course or any other circumstance such as inclement weather.

MGR5: Special rulings and specifications will be considered as official amendments to the list of rules and regulations when issued by The UTV World Championship in written form in official The UTV World Championship publications.

MGR6: Supplementary regulations may be issued for each race event as necessary to amend, suspend or modify existing rules and regulations. Supplementary regulations will be considered official when published to the UTV World Championship website.

MGR7: The UTV World Championship 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.

MGR8: The Race Director and Operations Manager will have the responsibility for the conduct of any race event conducted under these rules. All official race personnel will be directly responsible to the Race Director or Operations Manager.

MGR9: The Race Director 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 driver's rules and/or conduct.

MGR10: No one falling under the jurisdiction of any race officials at any UTV World Championship event shall subject said officials to foul language, physical abuse, threats, intimidation, or any other demeaning action.

MGR11: The UTV World Championship race entrants, participants, and volunteers, are not employees of The UTV World Championship. UTV World Championship entrants assume all responsibility for taxes payable on any monies they may receive as a result of their participation in The UTV World Championship races.

MGR12: The UTV World Championship reserves the right to refuse and/or deny any entry application for any reason without discussion.

MGR13: The UTV World Championship uses the frequency of 151.625Mhz as a main race channel for drivers and teams to communicate to us. The UTV World Championship reserves the right to change the main race channel frequency if deemed necessary. The UTV World Championship will make all reasonable efforts to notify all entrants of the new frequency. All radio or other transmissions, which affect The UTV World Championship control communications, are strictly prohibited except in the case of medical emergencies.

MGR14: The checkpoint captains are the direct representatives of the Operations Manager at their respective checkpoints. Their area of responsibility includes 50 yards on either side of the checkpoint.

MGR15: 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.

MGR16: Classes may be combined at the discretion of The UTV World Championship.

MGR17: The Race Director, Operations Manager and or Chief Technical Inspector shall have the authority to penalize, disqualify and/or suspend any entrant for violations of vehicle technical rules.

MGR18: The Race Director has the final decision on all issues involving any UTV World Championship race events. The Race Director has full discretion to make any final determinations, judgments, suspensions or penalties in relation to all UTV World Championship rules and/or regulations.

ENTRANTS

MGE1: Any entrant who fails to properly fill out and sign required entry forms and releases shall be disqualified and shall forfeit any prize money, points and contingencies won in that particular event. Entry forms and releases must be signed in person in front of UTV World Championship registration personnel. Identification may be required.

MGE2: The entry applications of persons under the age of 18 must have a parent or legal guardian sign the release form.

MGE3: 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., government issued ID).

MGE4: Any entrant who competes in a vehicle that he/she is registered to drive or co-drive must sign all of the official registration documents. If all documents are not signed with it may result in a vehicle disqualification.

MGE5: Deliberate abusive, nerfing or bumping shall be reason for penalty, disqualification and/or suspension at the discretion of the Race Director or Operations Manager.

MGE6: All drivers and co-drivers of record as listed on the official UTV World Championship entry form must attend all drivers/riders meetings, or provide a suitable member of their race team. Failure to do so may result in

penalties of up to and including disqualification and/or fines. Wristband checks and written roll calls may be made at the meeting.

MGE7: If a driver of record change is made after the entrant has completed event registration, the starting position will be forfeited and the entrant will start at the rear of their class. **Driver of record must qualify by competing in a qualifying event. If anyone other than driver record drives any portion of the qualifying event vehicle qualifying position will be lost. Vehicle will be moved to the back of the class.**

MGE8: A driver will not permit any other person other than a registered co-driver in the co-drivers normal riding position. The driver shall not permit anyone to ride on or in any part of his or her vehicle other than the normal riding positions.

MGE9: No entrant, crew member, pit personnel or any other person(s) other than the Race Director, Operations Manager or a UTV World Championship 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 UTV World Championship races and events.

MGE10: There is no pre-running at The UTV World Championship. Period. Anyone caught on the UTV World Championship racecourse pre-running after the maps/course have been published may be subject to time penalties, disqualification and/or monetary fines imposed by The UTV World Championship or the BLM.

MGE11: Failure to appear before the Race Director when requested may result time penalties, or disqualification.

DISQUALIFICATION

MGD1: Drinking intoxicating beverages in the official pre-race technical inspection area and post race areas (i.e., impound area, 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 crew member that shows any evidence whatsoever of being under the influence of alcohol or drugs shall be subject to suspensions from all future UTV World Championship races and events. Violators will be removed from the premises immediately at the direction of the Operations Manager or the Race Director.

MGD2: Any entrant who makes a false statement on an 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 race events for a period of one year.

MGD3: 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 race event. Entrant may also be suspended from future events for a period of one year.

MGD4: Any entrant disqualified from any race 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.

MGD5: There is no outside assistance permitted on the UTV World Championship course or near the course during the event except for those UTV World Championship designated areas set-aside for pits and/or gas stops. The UTV World Championship retains the right to assess each situation and respond accordingly.

(Situations involving safety are at the discretion of the Operations Manager or Race Director of The UTV World Championship .)

In the event that a vehicle breaks down on the course The UTV World Championship approves the following options. *(Any deviation from these options may result in the entrant being disqualified.)*

1) Driver or Co-driver who is with the vehicle at the time of breakdown may walk to and from the nearest official UTV World Championship pit, in order to retrieve equipment or parts necessary to repair the 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 UTV World Championship designated pit stop will subject entrant to disqualification.

2) Another race-entered vehicle may pick up equipment or parts at the previous designated pit stop and then deliver that equipment or parts to the 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 will subject both entrants to disqualification. Any pit support vehicle or other than race entered vehicle delivering parts to a broken down vehicle will subject entrant to disqualification.

3) Any UTV World Championship Official may assist any race entrant as long as it is done in a safe and controlled manner with permission from the Race Director, Operations Manager or Communications Director.

MGD6: Any race entrant or their support personnel who subject any UTV World Championship official, other race entrants or their support personnel to verbal threats and/or physical abuse will be brought before the Race Director. The Race Director will make the decision of disqualification and/or suspension of the driver/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.

EVENT COURSE

MEC1: The UTV World Championship Race Director and Operations Manager will set the racecourse, its overall length, and determine the # of laps raced, allowable race time, pit closing times, and other important timings for each class at all race events.

MEC2: 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 than the official time length of the race. If an entrant does not report to the staging area in time to stage in their respective starting position, the entrant will 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 at the discretion of the Race Director. In all cases if the entrant does not start at their assigned time, their time will start from their assigned starting time, not their actual starting time.

MEC3: 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. Penalties assessed by Pit Captains or course workers may affect the final standings of racers.

MEC4: All entrants must report all accidents and/or breakdowns they may have witnessed. Entrant must inform a UTV World Championship official at the next checkpoint, paved road crossing, pit stop or by radio, of the location, vehicle number, and injuries, if any.

MEC5: Two battery-operated red flashing beacons, two long glow sticks or two red reflective devices must be carried in the vehicle. Reflective devices must be at least 12 inches high and 12 inches long and be free standing (similar to trucker's breakdown triangles). Beacons, glow sticks or reflective devices must be placed at least 200 feet and 20 feet behind any breakdown or accident and be placed beside the track on the same side of track as the vehicle.

MEC6: 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 UTV World Championship official. Failure to comply, may result in a disqualification or a time penalty of 5 minutes for each occurrence at the discretion of the Race Director.

MEC7: Any entrant who must discontinue the race must report themselves or via their team on radio frequency 151.625, or to a checkpoint, paved road crossing, pit stop or start/finish Official that they are out of the race.

MEC8: The UTV World Championship staff will monitor all team aircraft communications. Aircraft are permitted for the purpose of race support, however radio communications are to be used for safety purposes ONLY. Communication with race vehicles, pit support vehicles or pits; ie..."spotting" for race vehicles is not permitted unless and except for notification of dangers posed by other racers or race conditions. Transportation of drivers/riders and or support crews (unless a medical emergency exists); transportation of equipment and/or parts; landing on or near the racecourse, or in any areas other than the Jean Airport; and/or flying too low, especially over spectators or pits; and/or interfering with the normal conduct or actions of the event are STRICTLY FORBIDDEN and WILL result in disqualification. Any team utilizing an aircraft or hiring an aircraft for media documentation or observation must adhere to the published UTV World Championship Rules and Regulations.

Requests for aircraft special use (i.e.: filming, observing, etc.) must be submitted to The UTV World Championship prior to the races via digital signup on the official UTV World Championship website. 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 race event. Any request received during the week prior to the event may not be considered. All registered pilots or a suitable substitute must be present at the helicopter / aircraft safety meeting.

MEC9: Starting procedures will be announced at the drivers/riders meeting.

MEC10: 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 checkpoints and pit stops. 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 or operations manager. Every vehicle must come to a complete stop at all designated paved road crossings. 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 Race Director or Operations Manager.

MEC11: 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 is grounds for an automatic disqualification. Rolling through a stop checkpoint, pit stop 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.

MEC12: All entrants may be checked for their wristband at the Start Line or Finish Line 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 wristband and vehicle technical inspection sticker. Any entrant found not to have a wristband or vehicle without a technical inspection sticker may cause that vehicle to be disqualified.

MEC13: No vehicle shall be towed, pushed, pulled or transported by any non-race-entered vehicle on the official course, except by the UTV World Championship official retrieval crew. Another race entered vehicle or an official UTV World Championship 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. Occupants 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 finish; only the vehicle occupants 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. UTV World Championship officials may lend assistance to any race vehicle or the vehicle occupants in any manner they deem reasonable, such as retrieving the vehicle, pulling the vehicle, shuttling parts, tools/equipment, etc.

MEC14: No entrant registered as the Driver 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 Driver of Record for more than one vehicle in the same class.

MEC15: A marked course is that official route designated by and marked with official UTV World Championship 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 could result in a time penalty or 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 could result in disqualification. Sensitive areas are those, which are, marked by UTV World Championship markings and DQ signs. The UTV World Championship is not responsible for markings that are damaged or removed. All vehicles must drive only in the correct direction of the course route or trail. Driving backwards on the racecourse at any time is prohibited. Driving backwards on the course is grounds for penalties of up to and including disqualification and/or suspension.

MEC16: A podium finish is 1st, 2nd and 3rd place.

PROTESTS

MGP1: The Race Director, Technical Director, or Operations Manager, with or without an official protest, has the right to penalize, fine, disqualify, and/or suspend any vehicle or entrant for violation of any of the UTV World Championship rules.

There are two types of protests that may be made by a competitor: Safety, and Technical.

Both must be submitted using the official Protest form: www.utvworldchampionship.com/protest

All Protests will be time stamped electronically.

SAFETY PROTESTS

Safety Protests are for instances of speeding, improper pitting, course cutting, excessive nerfing, or other unsportsmanlike behavior. These do not require a fee to submit. Simply submit your protest no later than 30

minutes after the official time limit of the race in which the infraction took place. The form can be found at: www.utvworldchampionship.com/protest.

Be sure to attach any evidence such as photos, video footage or witness statements. Please note - penalties may or may not be assessed for hearsay. If a pit captain, race steward or other official is unable to corroborate your claim we may not be able to substantively penalize the racer or race team in question.

TECHNICAL PROTESTS

Technical Protests are for claims such as cheater motors, illegal tire size, or other class infractions. Only an entrant within the same class may make technical protests of a fellow class competitor. A five hundred dollar (\$500) fee must accompany protests for each item protested. The protest must be submitted in writing using the official Protest form found at: utvworldchampionship.com/protest

These must be delivered to the Technical Director no later than 30 minutes after the official finish of the race in question. 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 competitor who was protested.

MGP2: 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 may result in time penalties, and/or disqualification. Those attending the inspection(s) will be as follows:

- A. The protester (Driver of Record) or their designated representative (Team Captain).
- B. The protested competitor (Driver of Record) or their designated rep (Team Captain).
- C. The protested competitor's mechanic.
- D. UTV World Championship officials.
- E. The UTV World Championship Technical Director who shall supervise the required inspection of the protested items(s).
- F. No other persons shall be present nor witness the proceedings until the inspection has been completed.

MGP3: Protests considered by the Technical Director that show a lack of sportsmanship may not be accepted. The Technical Director will check the protested items. The decision of the Technical Director will be final. Interpretation of all rules along with violations and penalties thereof are at the discretion of the UTV World Championship. Penalties levied at the discretion of The UTV World Championship are final.

Any competitor, Driver of Record, Team Captain, Mechanic or other team member who knowingly files false protests of any category may be deemed unsportsmanlike and may be assessed time penalties or disqualified at the discretion of the Technical Director, or Operations Manager.

INFRACTIONS & PENALTIES

MIP1: The following legend of infraction penalties is a guideline used by The UTV World Championship 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.

- A. Failure to appear before the Operations Manager and/or Race Director when requested: Letter of reprimand and infraction penalty.

- B.** Rolling through a stop checkpoint (i.e. failure to come to a complete stop): Five minute time penalty each occurrence.
 - C.** Speeding through and/or unsafe racing up to or through a pit/stop checkpoint: Disqualification.
 - D.** Race vehicle traveling on the racecourse in the reverse direction of the race, before the official end of the event: Disqualification.
 - E.** Pits (stationary, roving or chase) located in any areas other than those areas officially recognized as pit areas as designated by the UTV World Championship: Disqualification.
 - E2.** Pit support vehicles traveling on the racecourse before the official end of event: Disqualification.
 - F.** Minor nerfing: One position.
 - G.** Major nerfing: Disqualification.
 - H.** Abusive conduct toward a race official: Disqualification, suspension, one hundred dollar (\$100) fine or any combination of the three.
 - I.** Short coursing: Disqualification.
 - J.** Stationary pits or chase crews outside of designated areas or traveling in restricted areas: Disqualification.
 - K.** Reckless driving in pit areas or any access roads by race vehicle or race support vehicles: Disqualification.
 - L.** Speeding in a restricted speed area up to 10mph over announced or posted speed limit by race vehicle or race support vehicles: One position.
 - M.** Speeding in a restricted speed area over 10mph over announced or posted speed limit by race vehicle or race support vehicles: Disqualification.
 - N.** Any combination of two or more infractions at any one UTV World Championship race: Disqualification.
 - O.** Rolling through a paved road crossing (i.e., failure to come to a complete stop): Five-minute time penalty each occurrence.
 - P.** Speeding through and/or unsafe racing up to or through a paved road crossing: Five- minute Time Penalty or Disqualification.
 - Q.** Driver of Record is responsible for all actions of his/her team, pit crew and/or anyone associated with the Driver of Record / race vehicle number.
- MIP2:** The Race Director or Operations Manager has the final decision on all issues involving any UTV World Championship race. The Race Director has full discretion to make any final determinations, judgments, suspensions or penalties in relation to all UTV World Championship rules and/or regulations.

DRIVERS — CO-DRIVERS

MDC1: Each seat in any race vehicle must be occupied during the entire duration of the event as long as the vehicle remains in competition. The maximum number of seats allowed in any Class is three (3). Seating must be designed in such a fashion to allow all passengers a quick exit and must meet with UTV World Championship approval.

MDC2: The driver of record must sign all entry forms and releases 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 The UTV World Championship .

MDC3: Only entrants that are listed on official UTV World Championship entry form may drive or co-drive in the vehicle for which they are registered. In the event of an emergency, any registered arm-banded racer may get in any race vehicle, but the registered racer must notify a UTV World Championship race official. Registration is limited to a maximum of four entrants per vehicle.

MDC4: The UTV World Championship reserves the right to change race vehicle numbers and/or background colors.

MDC5: Driver of Record does not have to start or finish, but must be registered to the race vehicle and must have signed all of the releases required by the UTV World Championship. Driver of Record can be replaced in the race vehicle with special exception approved by the UTV World Championship.

PITS

MGPT1: No vehicle will be permitted to enter pit areas or race area without a valid UTV World Championship pit pass, when required. Pit pass must be securely attached to front windshield and be clearly visible. The race-vehicle number must be clearly displayed on the side, front and rear windows (refer to MCR51).

MGPT2: All designated pits will be a MANDATORY STOP – NO PASSING ZONE - 25 MPH. At all times the driver of record assumes responsibility for the actions of their pit crew members, support crews, and all others associated with their team.

MGPT3: No person(s) under suspension by the UTV World Championship will be permitted to participate or be permitted to enter the pits or race area.

MGPT4: Any pit support vehicle running on or near the racecourse will result in the entrant being disqualified. Any pit support vehicle traveling in a restricted area will result in the entrant being disqualified. No pit vehicle may follow or lead a race vehicle on the racecourse. Any pit vehicle running backwards on the racecourse may cause the race vehicle to be disqualified. Any pit support vehicle stopping at a paved road crossing may cause a 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. In the event that a vehicle breaks down on the course, the UTV World Championship approves the following options: *(Any deviation from these options may result in the entrant being disqualified...)*

1) Driver or Co-driver who is with a vehicle at the time of breakdown may walk to and from the nearest official UTV World Championship designated pit stop only, in order to retrieve equipment or parts necessary to repair the 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 UTV World Championship designated pit stop will subject entrant to disqualification.

2) Another race-entered vehicle may pick up equipment or parts at the previous official UTV World Championship designated pit stop and then deliver that equipment or parts to the 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 will subject both entrants to disqualification. Any pit support vehicle or any other non-race entered vehicle delivering parts to a broken down vehicle will subject entrant to disqualification.

MGPT5: 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 UTV World Championship events and possible legal action.

MGPT6: Maximum speed limit on all main pit access roads and in all pit areas will be 25mph for all vehicles. Maximum speed limit on all other access roads will be 25mph. The UTV World Championship reserves the right to change speed limits to account for conditions.

MGPT7: The UTV World Championship Pit Stop Captain shall determine the pitting zone around each pit stop.

MGPT8: All pit supplies must be at least 50 feet from the edge of the racecourse to the racetrack side of the 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 Race Director. 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.**

MGPT9: All pits regardless if fueling a vehicle during a stop are required to have at a minimum 2-10lb dry chemical or foam equivalent fire extinguishers out and ready for use. If fuel duties are being performed in that pit, including dump can use, you must have at a minimum 1- 20lb dry chemical or foam equivalent manned by a dedicated person during the fueling of the vehicle. Any team using an approved pressurized fuel filling system is required to have at a minimum 2 - 20lb dry chemical or foam extinguishers with one being manned by a dedicated team member for the duration of the stop. NOTE: For pressurized fuel system see MGPT13.

MGPT10: **Unattended children, especially those under the age of 13**, pets, fireworks, drones, RC cars, alcohol of any kind, smoking, and/or campfires or any open flames are not allowed in UTV World Championship hot pits! No exceptions!

MGPT11: All entrants are responsible for cleaning the pit areas they use during the event. Teams that leave behind trash, oil, waste, or other trash will be penalized and charged a cleanup fee.

MGPT12: The UTV World Championship mandates refueling personnel (aka "The Fueler"; the crew member responsible for inserting the fuel nozzle or dry brake during a pit stop) wear a one piece or two piece fire suit minimally rated to the SFI Foundation's 3.2A/5 manufacturer's certification. The suit shall cover the crew member from the neck to the ankles and to the wrists. The suit must be free from holes, rips, tears, and not worn thin. Additionally Mandated, SFI Rated Balaclava, SFI 3.3 Rated Fire Retardant gloves and SFI 52.1 Fuel Apron. It is strongly recommended that the "fueler" wear a SNELL SA rated full face helmet. This applies to all fuel delivery systems including dump cans. SFI 3.3 rated fire retardant shoes are also strongly recommended. Additionally for all pit crew members working in the immediate area of a vehicle being fueled, the UTV World Championship requires pit crew members wear a one piece or two piece fire suit minimally rated to the SFI

Foundation's 3.2A/5 manufacturer's certification. The UTV World Championship will accept NFPA 1971, 1977, or 2112 as acceptable alternatives to SFI rated garments. The use of a pit crew style helmets and an SFI 3.3 rated balaclava, SFI 3.3 rated fire retardant gloves, and SFI 3.3 rated fire retardant shoes are also strongly recommended.

MGPT13: Vehicle Refueling. All vehicles including car, truck, motorcycle, UTV and ATV may only be refueled with vented fuel cans or gravity fed fuel towers. Pressurized fuel systems may be used for Cars and Trucks only and must be approved and inspected by the UTV World Championship. Mandatory that all pits must have some form of approved fuel containment mat under the vehicle when fueling. Must have a bucket (preferably metal bucket) to keep overflowing fuel from reaching the ground. Overhead fuel towers and pressure systems: Must be placed a minimum of 50 feet from the race course. All towers must have a manned spring loaded dead man valve (ball gate or butterfly) to automatically close the line when the handle is released.

- Fuel pressure systems and overhead towers must have a double redhead dry break with return back to the fuel system tank. Any other system must be approved by the UTV World Championship.
- No larger than a -10 vent line.
- All vehicles must have an external discriminator valve on the fuel vent.
- It is highly recommended that your fuel system and your vehicle are grounded during refueling
- Some form of fuel catch can, container must be in place to prevent overflowing fuel from touching the ground.
- Fuel pressure systems must have a 10lb max pressure relief valve on the tank and must be purchased from American tank. Shop Number – 619-462-4076
- All teams utilizing a pressure system or overhead tower must register with the UTV World Championship so the system may be inspected. The UTV World Championship reserves the right to disallow any fueling system deemed unsafe.
- All dump cans must contain a full extension vent line to bottom of can.
- Any team not compliant with any of these rules can be subject to penalty up to and including disqualification.

TECH-INSPECTION & IMPOUND

MGT1: It is the entrant's, driver's, owner's, and sponsor's full responsibility to meet all the UTV World Championship rules and regulations.

MGT2: The UTV World Championship 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. Only two (2) members, including the driver, will be allowed with a race vehicle in the post tech inspection area. Technical personnel may allow more at its discretion.

MGT3: The UTV World Championship reserves the right to seal or impound any and all race vehicles.

MGT4: The UTV World Championship assumes no responsibility for impounded vehicles. The UTV World Championship intends to make reasonable efforts to ensure the vehicles' security.

MGT5: The Race Director, Operations Manager, and/or Technical Director may impound any vehicle or vehicle parts.

MGT6: No vehicle is to be touched or may be removed from an inspection area or impound area without permission from the director and Technical Director. 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 technical director shall subject that entry to disqualification.

MGT7: The Technical Director may seize any illegal parts or devices found on any vehicle. Any item seized by the technical director will not be returned, nor will there be any compensation made by the UTV World Championship, its officials or directors to any entrant who has illegal items seized.

MGT8: 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 a \$500 fine being placed on entrant at the discretion of the UTV World Championship .

MGT9: The UTV World Championship reserves the right to apply frame identification markers to any and all vehicles that participate in the UTV World Championship. The frame identification markers are to remain intact and unaltered by vehicle owners, drivers or support personnel. The frame identification markers are to remain on the vehicle for the life of the vehicle. If the frame identification marker is damaged or must be removed to facilitate repairs to the vehicle then the driver of record for the vehicle must notify the UTV World Championship prior to the next event in order to have a new frame identification marker applied. The driver of record must notate the frame identification number being removed and notify the UTV World Championship of the number.

PRE-RACE TECH

MGT10: Each vehicle must pass a safety inspection before it will be permitted to race in any UTV World Championship 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. The UTV World Championship decal must be placed on each side of the vehicle in a prominent location.

MGT10.1 Each race vehicle is mandated by The UTV World Championship Tech Team to place any special event decals on each side of the race vehicle (i.e. The UTV World Championship decal or The UTV World Championship sponsor decal, or event sponsor.) Failure to comply could result in a time penalty

MGT11: All personal protective gear will be checked at pre-race tech. This includes but is not limited to fire suits, helmets and neck braces. First-aid kits, fire extinguishers, seat belts, and nets will also be checked. This does not imply that these items will be the only items checked. The technical director or assistant technical director may seize any personal protective gear that does not comply with the rules or is deemed unsafe. Any item seized by the technical director will not be returned, nor will there be any compensation made by the UTV World Championship , its officials or directors to any entrant who has illegal or deemed unsafe items seized.

MGT12: Pre-race impound will be at the discretion of The UTV World Championship staff. 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 the impound area after the vehicle is placed in impound. Entrants must receive written special permission from the UTV World Championship to enter the impound after the vehicle is placed in impound.

POST-RACE-TECH

MGT13: The UTV World Championship reserves the right to subject any vehicle to a mechanical inspection at the discretion of the technical director. In the event of a mechanical inspection, the driver 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 UTV World Championship race events.

MGT14: The Operations Manager or Race 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 UTV World Championship events.

MGT15: Post-race impound of all finishing vehicles is at the discretion of the UTV World Championship. Impound time limit is one hour after the official finish of the race. The UTV World Championship will release vehicles earlier at its discretion. Vehicles involved in any type of protest, complaint, or engine claim will be held until after resolution of protest, complaint, or engine claim.

MGT16: Any refusal by an entrant to comply with engine claim rules as stated in the class rules will result in entrants disqualification and suspension from all UTV World Championship sponsored events for a period of one year. Entrant will also forfeit any prize money, contingencies and any other award due for finishing the race.