



American Powersports ATV Series 2018 APCS RULES & REGULATIONS

APAS (American Powersports ATV Championship Series) is a racing body that encourages family's that share the same passion to come together and compete in a fair fun atmosphere. We understand that racing is racing but in all fairness, petty arguing about rules, track conditions, weather, someone's oversized engine in their quad, etc. is not something anyone wants to hear. Bear in mind, we all spend lots of money to come out on the weekend and enjoy ourselves, the last thing any of us need is drama. Please help keep this professional.

Co-sanction AMA Event Participation

Races that are co-sanctioned with other promoting bodies will allow riders to compete and be scored only within the primary organization they are represented by. Each promoter will be responsible for scoring their respective class riders for that race. In the case of an AMA recognized event, riders will receive 30 points for finishing the race. Racers will be expected to acquire your AMA membership/transponders and follow the rules and regulations for the governing body promoting the AMA national. This is established to promote larger races and encourage local series in nationally recognized competitions.

Cheating will not be tolerated, and fines will be applied at the referee's discretion.

Arguing with the referee or track personnel is grounds for immediate rider disqualification and removal from the event.

2018 OFFICIAL RULES

1. REFEREE

The referee has all authority concerning rules mentioned in this rulebook. Abusive behavior toward any APCS official or staff member will result in disqualification and/or removal from the event without refund. The referee may appoint a temporary official to assist at events if needed. The Referee has authority to make decisions about the interpretation of these rules.

APAS Referee: Joe Messina @ Joekidyfz450@hotmail.com

2. NO ALCOHOL

Riders are not allowed to consume alcohol prior to their race. Any rider caught consuming alcohol or other illegal substances prior to their race will be disqualified and BANNED from future APCS events. Underage drinking, at ANY time, will NOT be tolerated.

3. MEDIA RELEASE

Photos and video will and can be taken at any APCS event. By signing the registration form, a rider does hereby release his/her image for use in advertising, promotional videos, brochures, and event fliers

4. MARKETING

Marketing of any product, booths or concessions must be approved by the APCS referee and participating race course.

5. COST

2018 COST / PRICING

Description	Cost
Expert / Pro Entry Fee	\$50.00
Amateur Entry Fee	\$40.00
Practice (1 Class)	\$20.00
Gate Fee (per person - 4 yrs and under free)	\$15.00
Camping Fee (per night - non hookup camping)	\$15.00
Pit Vehicle	
Late Registration	\$10.00
Regular Registration: Saturday @ 3 pm – 5 pm	
Late Registration: Sunday @ 6:30 am – 7:30 am	
APAS Membership	
APAS Single Event Membership	\$10.00
APAS Yearly Membership (1 person)	\$60.00
APAS Yearly Membership (2 family)	\$110.00
APAS Yearly Membership (3 family)	\$160.00
APAS Yearly Membership (4+ family)	\$210.00

6. SERIES

- 9 rounds for Championship points
- Drop Races: Two (2) drop race, AMA national at Underground will not be a drop race.
- A racer must enter MINIMUM of Six (6) races to qualify and receive overall Championship points
- Must be a APCS member by Round 5 in order to be eligible for Championship points.
- If you do not show up at the awards banquet to claim your contingencies, they will be donated back to APCS for future use. **Year end contingencies for classes with LESS THAN THREE (3) overall contenders will be at the discretion of the APCS Officers and Board of Directors.**
- Awards given 1st – 3rd place from Pro-am to 16-24 at individual races, awards given 1st – 5th given to all youth classes at individual races.
- Championship awards will be awarded to top 5 in each class, contingency will be given to top 3 of Amature classes and top 5 in youth classes. There will be no participation awards given at individual races or for the Championship.
- **UTV'S WILL RACE AN 8 RACE SERIES, WITH 2 DROPS AND A MINIMUM OF 6 RACES TO EARN YEAR END CONTINGENCY. (THE TEXAS NATIONAL WILL NOT HAVE A UTV CLASS)**

7. SCORING

Racers receive overall points based on their finish position in BOTH moto's, (EXCEPT with heat races). After racing both moto's, both finish positions are added together. The racer with the lowest score receives 1st place, the racer with the second lowest score receive 2nd place, etc. Example: Racer "A" received a 1st (Moto 1) and a

2nd (Moto 2). Racer “B” received a 2nd (Moto 1) and a 3rd (Moto 2). Racer “AA” would receive a 1st place Overall (1st + 2nd = 3) while Racer “B” would receive 2nd Overall (2nd + 3rd = 5).

Second moto’s ALWAYS counts more than the first. This is necessary in the event of a tie after both moto’s. Racers must finish at least one moto in order to score an overall finish position. Those who DNF (or DNS) both moto’s will receive (0) points overall for that race.

Transponder Scoring: The Transponder tracks your personal practice and race results to the millisecond. It is the most widely used timing system for MX, motocross, enduro, snow cross, super cross, ATV/Quad and more. ALL racers MUST use a transponder in order to be scored. Transponders are available for purchase or rental. Transponder pricing is \$90.00 to purchase (own) or \$25.00 race weekend (rental) with \$100.00 deposit for rental which is refunded when the transponder is returned. Contact mylaps.com to purchase a transponder and activate service. **(THIS IS FOR THE TEXAS NATIONAL ONLY, WE WILL NOT USE TRANSPONDERS FOR OUR RACES)**

YOU MUST COMPLETE ONE FULL LAP UNDER YOUR OWN POWER AND MAKE HALF OF THE RACE IN ORDER TO BE SCORED FOR THAT MOTO. IF YOU CRASH OR HAVE MECHANICAL ISSUES DURING YOUR RACE AND THE CLASS AFTER YOURS HAS GONE ACROSS THE FINISH LINE, YOU WILL BE SCORED AS A DNF (DID NOT FINISH). A RIDER CAN NOT BE TOWED ACROSS THE FINISH LINE FOR POINTS. EXAMPLE: IF YOUR RACE IS 4 LAPS YOU MUST COMPLETE HALF OF YOUR MOTO (2) LAPS UNDER YOUR OWN POWER TO BE SCORED.

8. POINTS

Points will be awarded for each race in each class as follows:

1st – 30 points

2nd – 25 points

3rd – 21 points

4th – 18 points

5th – 16 points

6th – 15 points

7th – 14 points and so on. Down to the last qualifying position.

In the event of an end of year tie in total points, the tie will be broken by determining which rider had the higher number of first place finishes for the entire year. If a tie still exists, then the number of second place finishes for the entire year will be used, and so forth until the tie is resolved. If there continues to be a tie after checking finishes, the placing at the last race of the season will determine the tie breaker. Points cannot, under any circumstance, be carried from one class to another. This means you lose all points if you move to another class.

9. HEAT RACES

Heat races will be run in any class that has more racers than the starting gate will hold. Heat races will qualify racers for the main event. Example: Twenty (20) racers enter a class. The starting gate will generally hold only Twelve (12) racers. These twenty (20) racers will be divided up into two heat races with ten (10) racers in each heat. The top five (5) racers will automatically advance to the main event. The other five (5) racers from each heat will run a Last Chance Qualifier (LCQ) to determine the last two (2) racers who will advance to the main

event. Racers who do not qualify at the LCQ are finished at this point and will receive points as 13th place on, as determined by their LCQ finish. In this heat race format, only the main event will determine overall winners. Those advancing to the main event from the LCQ need to understand how they will be scored on their LCQ. The racer scoring 1st place in an LCQ will be assigned a final position for that moto which is one place behind the number of racers who advanced directly to the main event. Example: Twenty (20) racers enter a class. The gate will hold on twelve (12). Therefore, there will be two heats with ten (10) racers in each heat. The top five (5) from each heat will advance directly to the main event. The rest will run in an LCQ. The top two (2) from this LCQ will advance to the main event. These two (2) from the LCQ will receive an 11th and 12th place finish for their first moto (for determining gate choice only). The top five (5) from each heat will advance directly to the main event. The rest will run in an LCQ. The top two (2) from this LCQ will advance to the main event. These two (2) from the LCQ will receive an 11th and 12th place finish for their first moto (for determining gate choice only). After moto 1, there will be two 1st, 2nd, 3rd, 4th, 5th with the main determining overall standings. Racers must finish at least one moto in order to score an overall finish position. Those who DNF (or DNS) both moto's will receive (0) points overall for that race.

10. RACE STAFF/PROMOTER/OFFICIAL AUTHORITY

The promoter, finish line staff, and QR referee have the authority to disqualify or penalize any racer acting inappropriately on or off the race track. Under NO circumstances will any verbal, reckless or drug/alcohol induced abusive behavior be tolerated. Violators will be disqualified and/or removed from the event without refund. NO FIGHTING WILL BE TOLERATED!! This is a family oriented organization and our goal is to promote a fun environment for all attending. All riders, their family/friends /team mates must stay clear of the race course and the infield of the race course at all APCS events Saturday and Sunday. Failure to abide by all APCS event rules will result in disqualification and/or removal from the event without refund. Remember parents and pit crews your actions can affect your rider, depending on the incident the rider may also be disqualified because of the pit crew/parent actions.

11. REQUIRED RACE EQUIPMENT

- Numbers – Number plates are required on the front bumper, rear grab bar, and rear fenders. If plates cannot be read or not on quad at starting gate, you will be DQ'D. **No exceptions. Number plates must either be white with black numbers or back plates with white numbers.**
- Safety Gear –Helmet, boots, goggles, long sleeve shirt and pants are required of all racers during practice and racing.
- Kill Switch - A tether type kill switch is required to be installed on each quad being used for either practice or racing.
- Nerf Bars – Nerf bars or floorboards are required on all quads being used for either practice or racing.
- Tech Inspection – All machines must pass tech inspection by a APAS official prior to the races starting on Sunday morning. Tech inspection is available during practice on Saturday and Sunday morning of the event. If you do not have tech inspection approval, you will not be allowed to start the race.

12. LAPPED RIDERS/UNSPORTSMANLIKE CONDUCT

In the event you are being lapped, you must allow the faster rider to pass you (move to the right). Failure to do so may result in disqualification or loss of position. Riders will be penalized for the reckless operation of their machine. UNSPORTSMANLIKE CONDUCT or the deliberate ramming, blocking or intentional contact will result in a penalty. TEAM TACTICS including blocking or allowing another rider to pass in order to affect the outcome of the race will NOT be tolerated and a penalty will be given. The event must be witnessed by a track official or track staff for penalties to be assessed. Penalties will be given by Race Promoter or APCS Officer. NO penalty will be assessed based off spectator information only.

13. TRACK BOUNDARIES

Riders must stay on marked course. If a rider loses control and goes out of bounds or is knocked off the track in a tangle with another rider, he/she must re-enter the track at the same place (or as close as physically possible to it). Failure to do so could result in a docked lap or docked positions. If it is determined that the rider INTENTIONALLY cuts a section of the track, either to avoid a track obstacle (i.e. jump/whoops) or to gain positions, the rider will be docked positions, docked laps or disqualified. The race official will review each case and assess the fairest penalty for that case. The event must be witnessed by a track official or track staff for penalties to be assessed. Penalties will be given by Race Promoter or APCS Officer. NO penalty will be assessed based off spectator information only. This is not NASCAR where repairs to your quad are allowed during the race. You are allowed to pull over into the infield (middle of the track) to put your chain on for instance but you are not allowed to repair your quad or fill up with gas. The event must be witnessed by a track official, APCS staff or track staff for penalties to be assessed. No penalty will be assessed based of spectator information only. All riders their family and friends must stay clear of the race course and the infield of the race course at all APCS events Saturday and Sunday. Failure to abide by all APCS event rules will result in disqualification and/or removal from the event without refund.

14. DNF and DNS

DNF – (Did Not Finish) – Riders must finish the moto on the same quad they started on. The use of two or more quads in one heat or moto is not permitted. However, a second quad may be used for additional heat races or moto's, if needed. The same quad that lines up at the gate is the same quad that must cross the finish line of that moto. Rider must complete ONE FULL LAP (under their own power) and half of required laps or they will receive a DNF for the moto.

DNS – (Did Not Start) If a rider fails to start a moto when the gate drops the rider will receive a DNS for the race or if they do not cross the starting gate before a lap is completed by the other racers.

15. FLAGS

Green - Green flag signals that the race is in progress.

Yellow - Yellow flag signals the racer should take caution and not attempt to gain a position or jump any jumps in this section of the track. This is usually used in a particular section of the track when an accident has occurred. Any jumping, passing, or aggressive riding during a section of the track with a yellow flag will result in loss of position(s).

Red - Red flag indicates there is a problem on the track and the race must end. If the leader has not yet completed one half of the total laps, the race will be restarted, all riders shall return to the starting gate. If the leader has completed at least one-half the required laps and a red flag comes out, the race is over.

Black - Black flag is used to signal an individual rider to pull off the track. The rider must come to the scoring tower to meet with the referee to discuss the cause of their disqualification.

White - White flag is a courtesy flag that signals the rider to “take another lap”.

Checkered - Checkered flag means that the race is over. ALWAYS RACE TO THE CHECKERED FLAG!

16. PROTEST

It is NOT up to the race promoter/official to inspect all “possible” illegal quad modifications. If an official can visually see an illegal situation, the official will do their best to get the situation rectified. It will be up to that official on how to proceed.

A. Scoring Inquiry/Protest: Scoring inquiries must be received by the computer personnel within 15 minutes of the completion of the moto in question. All scores are final after the results have been posted for a 15-minute period unless there is a “keypunch error” by computer personnel.

B. Age Protest: A protest over a rider’s age must be received in writing along with a \$50.00 cash deposit before APCA will perform any research. The “15 minute” rule also applies in this situation. If found to not be in the legal age range of a class, the rider will be disqualified and lose all accumulated points for the series.

C. Mechanical Protest:

All protests concerning mechanical rules must be received in writing within 15 minutes of the completion of the moto in which the protested machine competed. A “Mechanical Protest Form” must be completed and a \$200.00/\$500.00 non-refundable cash deposit is required for each discrepancy listed. APCS officials will not pursue verbal protests. Once the protest has been filed, the APCS official will appoint a APCS mechanic to watch the teardown of the engine by the owner and will measure/inspect the cause of protest. If the second moto for that class has not been raced, the machine will be parked in a designated area. The machine may leave the designated area only to compete in the second moto (failure to bring the machine directly back to the designated area will result in automatic disqualification). After the second moto has been completed, the APCS mechanic will watch the teardown by the owner and will measure/inspect the cause of protest. Only the rider and/or guardian, the protestor, and APCS officials will be allowed during the teardown. Once the tear down is complete, it is the owner’s responsibility to put the bike back together.

Visual Protests: \$100.00 per item or component protested

Technical Protests: \$100.00 per item or component protested

If applicable, teardown fees:

- \$200.00 two-stroke/\$500.00 four-stroke
- \$100.00 required engine removal

If an engine discrepancy is found, then the rider will be disqualified from the event. The protestor will be refunded \$100.00/\$250.00 of their cash deposit with the remaining monies being split between the mechanic and APCS. If a rider is found with an engine discrepancy again at another event, the rider will be disqualified from that event and will lose all accumulated points for the series.

If NO engine discrepancy is found, then the rider will be awarded \$100.00/\$250.00 of the deposit and the remaining monies will be split between the APCS and the mechanic.

Any protests/complaints received from individuals who have been consuming alcohol or are abusive to track/APCS officials and staff will be IGNORED.

17. LAPS

The Race Promoter will determine how many laps are to be run by each class at each particular event.

18. ADVANCEMENT

The APCS referee/official will determine which racers MUST advance to the next class. The APCS referee/official will have the authority to force a rider to “move up” to a more advanced class (anytime during the race season) if the promoter feels the rider is too advanced for his/her current class. Points will not be transferred to new class. Those entering the Open Expert class must stay in this class for the year unless permission is granted by the APCS referee. Those in other classes may switch to another class at future races with approval from the APCS referee.

19. STARTING GATE

- A rider may NOT have assistance at the starting gate by any persons, including parents, mechanics, guardians, etc. Assistance is defined as helping a rider start the race as the gate is dropped.
- All non-riders (excluding starting gate staff) must back away from the starting gate once the riders are being “checked” by the gatekeeper. No pushing or other assistance will be allowed. Everyone will be asked to step three (3) feet behind the rider so not to interfere with the race.
- No gate prep allowed passed the starting gate. If a rider or anyone assisting the rider goes beyond the starting gate, the rider will be forced to start staggered behind the other riders.
- No tools are allowed on dirt starting areas. Brooms are allowed on cement starting pads.
- Holds are permitted. “Two-minute rule” applies if a rider fails to report to starting line during staging, a representative must be present to hold their starting position for the race. The starting of the race will not be held up for longer than two minutes. It can only be called once during the countdown to dropping the gate. Example: Rider A holds up gate for two minutes, no one else on the gate can ask for two minutes after Rider A’s two minutes have started, nor can the second class if it is a double gate. The second gate will drop whether all riders are ready or not.

20. MINORS

A Legal Guardian must be present at all times during specified moto, to ensure rider is secure from start to finish. If legal guardian of minor is not present, minor will not be allowed to race and will be disqualified. All guardians will be required to sign a minor release for all APCS events.

21. AGE VERIFICATION

Riders must be at least 16 years old to compete on a 450cc machine or above. For Amateur and Youth classes, age is based on the rider's age on the date of the event. However, riders, including youth, who change age during the season, may stay in the class they started the year in, or may advance to the older division. Youth riders may advance to the next higher age class in the Youth Division prior to their age change, only if they will be eligible to do so at any time during the year. Once a rider moves to the next higher age class, they may not move back to the lower age class. Points accumulated in one class *DO NOT* advance with the rider to another class. Age verification may be required. Please bring a copy of original birth certificate and/or driver's license to your first event. Failure to provide adequate proof of age could result in disqualification. Be sure to check the rules before entering a APCS event. Exceptions to these rules can only be changed by the APCS referee.

22. TECHNICAL INSPECTION

All quads **MUST BE** inspected **BEFORE** going to the gate. This rule will be strictly enforced. Tech inspections will generally be held after practice and prior the race. If a racer shows up to the race gate without proper tech inspection approval stickers, he/she will not be allowed to race and **WILL BE DISQUALIFIED**.

23. MINIMUM FIVE (5) ENTRIES

All classes must have five (5) entries for the class to be gated by itself. Anything less than five (5) entries will be gated with a competitive class and the gate may be dropped separately. The class with less than five (5) entries will be scored separately. **Pro Am, Expert, and year end contingencies for classes with LESS THAN three (3) overall contenders, will be at the discretion of APCS.**

24. NEW QUADS

New quads are being manufactured all the time. Any new quad coming into the market must first be evaluated by the race promoter/official in order to be considered "legal" in a "non-open" class.

25. FAMILY ORIENTED

APCS and is a family oriented organization and at all times will promote a family friendly atmosphere. Unsportsmanlike conduct will **NOT** be tolerated!

26. INSURANCE

APCS does NOT provide liability or ANY insurance coverage of any kind. Before racing, please be sure you are properly insured and/or covered. If you are concerned about possible injury, you need to seek your own personal insurance policy for protection. By signing your race entry form, you are acknowledging the land owner holding said event, APCS, its officers and board of directors are not liable to property or personal damage/loss

27. PIT RIDING (Everyone needs to read)

There will be no pit riding at any track during or after the event. You are only allowed to ride your quad or pit bike to the starting gate for your moto's and back to your pit area after the moto's. No one under the age of 16 will be allowed to operate golf carts, UTV, SxS, or any other motorized transportation. This means no pit riding of any kind before, during, or after the race. Also, no one is allowed to enter on to the track with such vehicles after the race event is over. If a rider is caught once not obeying these rules they will be warned, twice lose all points for that weekend, three times you will be asked to leave the event.

28. Inclement Weather

Events may be conducted regardless of weather conditions. In the event of rain or other unfavorable conditions, it may be necessary to alter the order of the event schedule, including but not limited to, adjusting the length of the race or delaying or stopping the program completely. Should a delay occur, every effort will be made to resume the schedule in a timely fashion if conditions significantly improve during the course of the day. If a race must be canceled for the weekend, we will announce the rescheduled date on the APCS website and Facebook page as soon as possible.

2018 Classes

1. Expert	9. Over 40 Vet "B"	17. 90 Open Mod (8-15)	25. UTV
2. Pro-Am	10. Women's	18. 90 Mod Shifter (8-15)	
3. Open "A"	11. 16-24 Open (College Boy)	19. 90 CVT (8-15)	
4. Open "B"	12. Plus 25	20. 70-90 Girls 8-13	
5. Open "C"	13. Youth All Star Open (13-17)	21. 70 Open Mod (6-11)	
6. Over 30 SR. "A"	14. Schoolboy Sr. (13-17)	22. 70 CVT (6-11)	
7. Over 30 SR "B"	15. Schoolgirl Jr.	23. 50 CVT (6-9)	
8. Over 40 Vet "A"	16. Super Mini (11-15)	24. 50 Semi Stock (4-6)	

Class Descriptions and Rules

#1: Open Expert

This class is for points and 150% payout. It is open to both 2 and 4-strokes. Any displacement size is permissible. Riders who race on the expert level will race this class. Riders must be at least 16 years old to race in this class. Age effective date will be date of event. The Referee will determine which racers MUST enter the Open Expert class and which racers will be ELIGIBLE to race this class. Finishing in the top five (5) of Open A does NOT guarantee your eligibility. If there are less than three (3) entries, this class will become a nonpaying class and will be racing for series points only. If you run this class, the ONLY other class you can run is the Pro Am class.

#2: Pro-Am

This class is for points and plaques or trophies. It is open to both 2 and 4-strokes. Any displacement size is permissible. Riders must be at least 16 years old to race in this class. Age effective date will be date of event. The Referee will determine which racers will be ELIGIBLE to race this class. Finishing in the top five (5) Open A does NOT guarantee your eligibility. Open B and C class riders will NOT be permitted to race in this class. Riders DO NOT have to sign up for an additional class to participate in this class.

#3: Open "A"

This skill-level class is for points and plaques or trophies. It is open to both 2 and 4-strokes. Any displacement size is permissible. This class is open to rider's ages 16 years and older. Age effective date will be date of event. There must be a minimum of five (5) riders to be gated separately. If less than five (5) riders, class will be gated with a comparable class. All class advancements are left at the referee's discretion.

#4: Open "B"

This skill-level class is for points and plaques or trophies. It is open to both 2 and 4-strokes. Any displacement size is permissible. This class is open to rider's ages 16 years and older. Age effective date will be date of event. There must be a minimum of five (5) riders to be gated separately. If less than five (5) riders, class will be gated with a comparable class. All class advancements are left at the referee's discretion.

#5: Open "C" Beginner

This skill-level class is for points and plaques or trophies. It is open to both 2 and 4-strokes. Any displacement size is permissible. This class is open to rider's ages 16 years and older. Age effective date will be date of event. There must be a minimum of five (5) riders to be gated separately. If less than five (5) riders, class will be gated with a comparable class. The referee will review each track and determine which obstacles may be jumped/cleared for this class. This will normally exclude triples and big double jumps or any dangerous obstacle. Those who violate this rule WILL be docked a position or laps. Racers are only allowed to compete in this class for a maximum of 2 seasons before being moved to another class. All class advancements are left at the referee's discretion.

#6: Over 30 Senior "A"

This class is for points and plaques or trophies. It is open to both 2 and 4-strokes. Any displacement size is permissible. Age effective will be date of event. There must be a minimum of five (5) riders to be gated separately. If less than five (5) riders, class will be gated with a comparable class and run for series points only.

#7: Over 30 Senior “B”

This skill-level class is for points and plaques or trophies. It is open to both 2 and 4-strokes. Any displacement size is permissible. Age effective will be date of event. There must be a minimum of five (5) riders to be gated separately. If less than five (5) riders, class will be gated with a comparable class. All class advancements are left at the referee’s discretion.

#8: Over 40 Vet “A”

This skill-level class is for points and plaques or trophies. It is open to both 2 and 4-strokes. Any displacement size is permissible. Age effective will be date of event. There must be a minimum of five (5) riders to be gated separately. If less than five (5) riders, class will be gated with a comparable class.

#9: Over 40 Vet “B”

This skill-level class is for points and plaques or trophies. It is open to both 2 and 4-strokes. Any displacement size is permissible. Age effective will be date of event. There must be a minimum of five (5) riders to be gated separately. If less than five (5) riders, class will be gated with a comparable class. All class advancements are left at the referee’s discretion.

#10: Women’s

This is an age, gender, and cc limit class and is for points and plaques or trophies. It is open to both 2 and 4-strokes. This is an open modified class with manual clutch/shifter quads 250cc 2-stroke up to 450cc 4- stroke. You are allowed to modify your engine, suspension and clutches as long as the maximum cc limits are not exceeded. This is open to riders 16 years and older. Age effective will be date of the event. Competition chassis must be approved by the referee. There must be a minimum of five (5) riders to be gated separately. If less than five (5) riders, class will be gated with comparable class.

#11: 16-24 years Open (College Boy)

This skill-level class is for points and plaques or trophies. It is open to both 2 and 4-strokes. Any displacement size 200cc and larger is permissible. This class is open to rider’s ages 16 years and older. IF YOU ARE RIDING A 450cc, YOU MUST BE 16 YEARS OLD. Age effective will be date of event. There must be a minimum of five (5) riders to be gated separately. If less than five (5) riders, class will be gated with a comparable class. It is open to all amateur riders and classes (A, B, C).

#12: Plus 25

This age level class is for points and plaques or trophies. It is open to both 2 and 4 strokes. Any displacement size is permissible. Age effective date will be date of event. There must be a minimum of (5) riders to be gated separately. If less than five (5) riders, class will be gated with comparable class.

#13: Youth All Star Open (13-17 yrs.)

This is an age and cc limit class and is for points and plaques or trophies. It is open to both 2 and 4-strokes. It is open to air-cooled 2-strokes 200.01cc or less, air-cooled 4-strokes 300.01cc or less, 2-stroke water-cooled engines 150 2 stroke or less and 4 stroke water cooled 300cc or less. Competition chassis must be approved by APAS referee. This is open to ages 13 to 17 years old. Age effective will be date of the event. There must be a

minimum of five (5) riders to be gated separately. If less than (5) riders, class will be gated with a comparable class.

#14: Schoolboy Sr. (13-17 yrs.)

This skill-level class is for points and plaques or trophies. It is open to both 2 and 4-strokes. It is open to air cooled (91-200cc 2-stroke) Water cooled (150 cc 2 stroke/400 cc 4-stroke.) This class is open to rider's ages 13 to 17 years. Age effective will be date of event. For clarity, Blasters, 300ex, 250 Apex, 450 chassis with 250 engines and competition chassis are eligible. Competition chassis must be approved by APAS referee. There must be a minimum of five (5) riders to be gated separately. If less than five (5) riders, class will be gated with a comparable class. This class is open to quads not to exceed 400cc.

#15: Schoolgirl (13-17 yrs.)

This skill-level class is for points and plaques or trophies. It is open to both 2 and 4-strokes. It is open to girl amateur riders fitting the minimum age requirement. This class is open to rider's ages 13 to 17 years with a maximum engine size of 400cc. Age effective will be date of event. There must be a minimum of five (5) riders to be gated separately. If less than five (5) riders, class will be gated with a comparable class.

#16: Super Mini (11-15 yrs.)

This is an age and cc limit class and is for points and plaques or trophies. It is open to both 2 and 4-strokes. This is an open modified class with manual clutch/shifter quads 70cc-105cc for a 2-stroke and up to 150cc for a 4-stroke. You are allowed to modify your engine, suspension and clutches as long as the maximum cc limits are not exceeded. This is open to ages 11 to 15 years old. Competition chassis must be approved by the referee. Age effective will be date of event. There must be a minimum of five (5) riders to be gated separately. If less than five (5) riders, class will be gated with comparable class.

#17: 90 Open/Mod (8-15 yrs.)

This is an age and cc limit class and is for points and plaques or trophies. It is open to both 2 and 4- strokes. This class is limited to 90cc for a 2-stroke and 125cc for a 4-stroke. This class is open to CVTs or shifter quads. You ARE allowed to modify your engine, suspension and clutches as long as the maximum cc limits are not exceeded. This is open to ages 8 to 15 years old. Manual or auto clutches are allowed. Competition ATVs must be approved by the referee. Age effective will be date of event. There must be a minimum of five (5) riders to be gated separately. If less than five (5) riders, class will be gated with a comparable class.

#18: 90 Mod Shifter (8-15 yrs.)

This is an age and cc limit class and is for points and plaques or trophies. It is open to 2-strokes. This class is limited to 90cc 2-strokes. You ARE allowed to modify your engine, suspension and clutches as long as the maximum cc limits are not exceeded. This is open to ages 8 to 15 years old. This class is designed for handmade chassis or modified stock chassis with production style shifter engines. Age will be effective date of event. There must be a minimum of five (5) riders to be gated separately. If less than five (5) riders, class will be gated with a comparable class.

#19: 90 CVT (8-15 yrs.)

This is an age and cc limit class and is for points and plaques or trophies. It is open to both 2 and 4-strokes. This class is limited to 90cc for a 2-stroke and 114cc for a 4-stroke. You ARE allowed to modify your engine, suspension and clutches as long as the maximum cc limits are not exceeded. This is open to ages 8 to 15 years old. ATV engines only, water cooled engines are allowed. NO manual clutches. You are allowed to add brackets for added suspension but keep in mind if you are planning on racing at any national events you are not allowed to weld to the frame. Age effective will be date of event. There must be a minimum of five (5) riders to be gated separately. If less than five (5) riders, class will be gated with a comparable class

#20: Girls 70-9cc (8-13)

This is an age and cc limit class and is for points and plaques or trophies. This class is limited to 70/90 cc two strokes and up to 125 cc 4 stroke engines. You are allowed to modify your engine, suspension and clutches as long as the maximum cc limits are not exceeded. This is open to 8-13-year-old girls with either a CVT or shifter quad. Age effective will be date of event. There must be a minimum of five (5) riders to be gated separately. If less than five (5) riders, class will be gated with a comparable class.

#21 70 Open Mod (6-11 yrs.)

This is an age and cc limit class and is for points and plaques or trophies. It is open to both 2 and 4- strokes. This is an open modified class with manual clutch/shifter or CVT quads 70 2-stroke up to 90 4-stroke. You are allowed to modify your engine, suspension and clutches as long as the maximum cc limits are not exceeded. This is open to riders 6 to 11 years old. Competition chassis must be approved by the referee. Age effective will be date of event. There must be a minimum of five (5) riders to be gated separately. If less than five (5) riders, class will be gated with comparable class.

#22: 70 CVT (6-11 yrs.)

This is an age and cc limit class and is for points and plaques or trophies. It is open to both 2 and 4-strokes. This class is limited to 70cc 2-strokes and 107cc 4-strokes. You ARE allowed to modify your engine, suspension and clutches as long as the maximum cc limits are not exceeded. This is open to ages 6 – 11 years old. ATV engines only, water cooled engines are allowed. NO manual clutches. You are allowed to add brackets for added suspension but keep in mind if you are planning on racing at any national events you are not allowed to weld to the frame. Age effective will be date of event. There must be a minimum of five (5) riders to be gated separately. If less than five (5) riders, class will be gated with a comparable class.

#23: 50 CVT (6-9 yrs.)

This is an age and cc limit class and is for points and plaques or trophies. It is open to both 2 and 4-strokes. This class is limited to 50.01cc 2-stroke and 70cc 4-stroke. You ARE allowed to modify your engine, suspension and clutches as long as the maximum cc limits are not exceeded. This is open to ages 6 to 9 years old. ATV engines only, water cooled engines are allowed. You are allowed to add a safety kill switch to the ignition, and running boards will be accepted as nerf bars for this class. NO manual clutches. You are allowed to add brackets for added suspension but keep in mind if you are planning on racing at any national events you are not allowed to weld to the frame. Age effective will be date of event. There must be a minimum of five (5) riders to be gated separately. If less than five (5) riders, class will be gated with a comparable class Parents must be on hand at all

times during specified moto to ensure rider is secure from start to finish. Parents cannot help rider when at the gate by pushing or touching the rider when the gate is being dropped.

#24: 50 Semi Stock (4-6 yrs.)

This is an age and cc limit class and is for points and plaques or trophies. It is open to both 2 and 4-strokes. This class is limited to 50.01cc 2-stroke and 70cc 4-stroke. A onetime standard over bore is allowed as long as the cc limits is not exceeded (standard overbore: 10 to 20 thousandths over the stock bore). This is open to ages 4 to 6 years old. ATV engines only, water cooled engines are allowed. NO CLUTCH, IGNITION, AFTERMARKET EXHAUST OR ENGINE MODIFICATIONS YOU MUST RUN WHAT IT COMES WITH STOCK. Engines must match production frame. Jetting, gearing, (including torque springs and rollers), tires, wheels, sprockets, shocks, a-arms, swing-arms, nerf bars, handlebars, steering stem, and axle may be changed/modified but NO OTHER MODIFICATIONS ARE ALLOWED. This means no engine or clutch alterations of any kind, if it came from the factory with it, it has to stay on and if it didn't come from the factory with it, it can't be added. No pipes or PVL's. NO manual clutches. You are allowed to add brackets for improved suspension but keep in mind if you are planning on racing at a national event you are not allowed to weld to the frame. Running boards will be accepted as nerf bars for this class. Age effective will be date of event. There must be a minimum of five (5) riders to be gated separately. If less than five (5) riders, class will be gated with a comparable class. Parents must be on hand at all times during specified moto to ensure rider is secure from start to finish. Parents cannot help rider when at the gate by pushing or touching the rider when the gate is being dropped.

#25: UTV

All competitors, including drivers and passengers, must be at least 16 years old. UTV Passengers are allowed but must register and be a APAS member. Single event memberships are available.

UTV Equipment

1. The maximum machine width is 66 inches.
2. The following equipment is required for all machines.
 - a. Four-point harness restraints securely fastened on both occupants at all times.
 - b. Doors or Screens
 - c. Silencer/Muffler
 - d. Fire extinguisher clearly mounted and easily retrievable by officials/the public
 - e. Working kill/off switch clearly marked and easily available for officials/the public to pull (functioning key is sufficient)
3. The following gear is required for all UTV competitors:
 - A. Helmets
 - B. Protective eyewear
 - C. Single layer fire suit (one-piece or two piece jacket/pants) NO MX GEAR ALLOWED
4. The machine a team leaves the starting line on is the official machine of the team for that event, and may not be switched during the event.
5. Fuel can only be carried inside the machine's fuel tank.
6. Aftermarket Turbo and superchargers are prohibited.

#26: Refund Policy: Once the gate has dropped for the for the first race, there will be no refunds given. It is up to the rider/parent/guardian to ask for a refund, APCS will not be held responsible for issuing refunds.

