



General Rules & Regulations

Every racer assumes full responsibility and liability for racing. Racing is a dangerous sport, even with all the safety precautions that are taken.

All classes, except for the open class, will be determined by the advertised CC's and the number of Cylinders in the ATV.

DOT Helmets with chin guard (motocross style) and over the ankle footwear and gloves must be worn during any competition as well as long sleeve shirts (no ½ or ¾ sleeves allowed) and long pants. No oilfield/construction hardhats or military helmets will be allowed. Any glove that covers the entire hand to the wrist is acceptable. Boots mean waders, leather work boots, rubber knee boots, motocross boots, lace up boots, etc. over the ankle. This rule is intended to prevent sandals, flip flops, tennis shoes, or any other type of open toe shoes. Goggles or sunglasses must be worn at every race and be shattered resistant.

SORP reserves the right to make rule changes or decisions as it sees fit to promote fairness in the competition. All decisions by SORP are final.

All entrants must sign a waiver in advance releasing Southern Offroad Racing Promotions, and sponsors from liability. A parent or guardian who will execute the waiver must accompany entrants less than 18 years of age. No one under the age of 16 may participate.

If a rider registers for the wrong class that rider will be moved to the appropriate class and given the opportunity to race. If a race unit exceeds a class then it will be bumped to the next highest class. If it doesn't meet the class, it will be bumped to the next highest class. In other words, it will be allowed to run in the smallest class it qualifies for – not automatically raised to the highest class. No refunds will be given if the rider chooses not to race.

Entrants may enter any class that they are not disqualified from entering. In other words, a racer can race in their class or in a higher class. You cannot race down a class.

In the event that any participant is observed operating his or her machine in an unsafe or unsportsmanlike manner they may be disqualified and excluded from competition or banned from future events. No refunds will be given.

Skimming **WILL NOT** be allowed in any class.

All ATV's and UTV's entered in an event must have a means of attaching a tow rope to the ATV or UTV should it become disabled or stuck during the event. It shall be the responsibility of the racer to attach the tow line to the race vehicle. Regardless of whom attaches the tow line, the racer assumes full responsibility should additional damage occur.

Starting line position is determined by poker chip numbers the racers draw during registration. The lowest number drawn for the first heat will start the race from the left lane. The second lowest number will race in the next position to the right and so on. This process will be repeated for as many riders as are in the given heat. Subsequent heats and rounds will always line up left to right in the order of the lowest number and heat run. For example, whoever wins the first heat will have the left lane again in the second round.

If a rider commits a false start, (leaving the gate early) the rider will receive a warning and the race will be restarted. If a rider commits a second false start, this rider will be disqualified and the race will be restarted. No refunds will be given if you are disqualified.

Boundaries of the mud bog will be clearly marked with flags, stakes, and/or banners. Participants who partially leave the course with any portion of their ATV or UTV will be disqualified. If the racer is pushed out of bounds, the line official will make the ruling and that ruling will be final.

All racers arriving at the starting line must be ready to race without any work being done to the race unit. Work may not be performed on the race unit staged at the starting line. This does include allowing up to 2 minutes to start the engine if it dies.

Other than incidental contact by other racers, no person may touch the participating ATV/UTV during the race. If any other party touches the participating ATV/UTV during the course of the race, the rider will be immediately disqualified. An example of this is a racer's friend thinking he is in trouble and jumping in to keep the unit from turning over without the racer wanting or asking for help. The Race Official will make the final decision and may override the rule if no assistance was actually given, particularly if the contact was unwanted by the racer.

Participants may push their ATV if they become stuck. There is no one foot rule.

All occupants of UTV's must stay in the UTV cockpit throughout the race. If the UTV becomes stuck or disabled, neither the driver nor the passenger may get out to push for safety reasons.

Participants should not consume any alcohol beverages, drugs or any contraband on the day of the competitions. Any participant found under the influence of alcohol or drugs may be immediately disqualified from the competition and future races. No refunds will be given.

Race officials will have the final decision on any call that is disputed during the race.

The first thing all racers should do is stop by the registration table to fill out an entry form and pay entry fees to compete in the race. Every person who registers for a SORP event is agreeing to follow all of the SORP rules while participating in the competition. No late registrations will be accepted.

A drivers meeting will be held thirty minutes prior to the event starting. The starting and finish lines will be discussed along with all of the rules of SORP for racers.

The starting of the race will take place once the racers are staged and the starting official waives the green flag, or turns on the green light. If for any reason the race is red flagged, drivers should stop immediately where they are on the course until told differently by a SORP official. Any racer who does not obey a flag when an official is waving it will be subjected to disqualification of that competition. Please review the race flag safety chart.

Inspections to race units can be made before a race or after a race by an official to make sure the unit follows all guidelines for SORP. Race units that fail inspection will be disqualified for that event. No refunds will be given.

Class Rules:

Each ATV can only race twice at each event. No exceptions! Pro A cannot run in the Pro B class and Pro B cannot run in the Pro A class. Pro A and B can both run in the open class. Lite and Bogger can run up in the Pro A or Pro B class, depending on their length, or the Open class, but not both. Women can run the Women's class and the Open Class.

The target number of racers in each heat will be three. These are targets and may be adjusted as needed depending on the number of participants in each class and what is required to work the heats out as evenly as possible. Track size and safety will also play a role in determining the number of racers in each race.

The feature race will always have three racers. If two racers race for the 3rd spot in the feature race the winner will be the wild card. The wild card heat winner will not receive any points in the Wild Card heat but will be eligible for points in the feature race.

Stock or factory means what came on the unit when it rolled down the assembly line or what is currently running on the assembly line for that same model. For example if the OEM upgrades a part and uses it in daily production, that new part would be an allowable change. This means use the part that either came on the unit or is now offered on the unit. Special order parts offered by any OEM are not considered stock merely because they come from the OEM – they must be used in normal daily production. This also excludes special order or limited run units.

OEM should be defined as a producer of a traditional ATV or RUV in the eyes of a normal and responsible ATV enthusiast.

A racer will be allowed up to 10 minutes to make a repair if they win their heat but break during the race. This time starts at the end of their heat race. The goal of this rule is to give the racer a short time to change a flat, drain a flooded motor or air box or other easily repairable item so they can continue to race. This rule is not intended to allow for major repair that will hold up the entire race event and the race official will have the discretion over this rule based on current conditions and timing taking place that race day.

Open Class

Any ATV may participate. All ATVs must run ATV tires specifically designed and marketed for ATV use. No tracks, automotive tires or agricultural tires are allowed to run in the class. Paddle tires designed and marketed for ATVs will be allowed to run in this class. Participants may custom cut their tires as long as the tire is an approved ATV tire for the event, but cannot add any type of material to the treads. Axel paddles, wheel paddles and dual wheels will not be allowed in this class. Any engine modification can be made, but the engine must be an ATV engine. Motorcycle, snowmobile or other engine conversion is not allowed. The ATV cannot exceed 78" in width and 102" in length measured tip of the tire to tip of tire. Nitrous Oxide is permitted in the open class. Turbos are allowed in the open class. Custom fuel tanks are allowed in this class and they can be relocated at the racers discretion. The tank must be of adequate construction and must have adequate protection. The race official can make the final decision on any of the rules above.

Bogger, Pro A and Pro B Class

Both IRS and SRA style ATV's will run in these classes. No motor swaps are allowed. You must run the same motor designation that was originally installed at the factory. No aftermarket jugs or intake(s) will be allowed to run in these classes. General intake and exhaust porting, port matching is allowed as long as there is no cutting, welding, or epoxy, etc. in or on the intake(s) and exhaust. Any and all work done to the intake(s) must be limited to clean up of stock parts. All ATV's must run ATV tires specifically designed and marketed for ATV use. No tracks, automotive tires, cut tires, paddle tires, or agricultural tires are allowed to run in this class. ATV's may run up to 3" of total lift. One replacement control arm is allowed on each corner but stock length axles must be retained. You **cannot replace both** upper and lower control arms on any one corner. Standard engine modifications are allowed to include over bore kits, jet kits, pipes, air filter, etc. as long as the total cc limit is not exceeded for the class. This class will not allow special fuels such as alcohol or nitrous oxide. Turbos are not allowed to race in this class. Axle paddles, wheel paddles, dual paddles, extended swing arms, extended a-arms, solid bars replacing shocks, etc. are not allowed in these classes. No frame modifications are allowed that will change the overall length or width or will change the factory position of the axles forwards or backwards (no sweeping axles forward or backwards and no relocating differentials). These classes are designed for ATV's to race with what is considered traditional

or standard mud racing accessories readily available to the average rider. Any ATV entered into these classes that are determined by the race official to exceed this description will be moved up to the first appropriate class.

UTV Class

This will be an open class with the same rules that apply to the ATV Open Class. This class can carry a passenger but is not required to carry a passenger. The passenger must wear the same safety gear and must be at least 16 years old and sign all waivers. The driver and passenger must stay in the UTV cockpit during the race. Neither the driver nor passenger may exit the UTV at any time during the race to push or pull for safety reasons. This includes hanging arms and or legs from the vehicle during the race. If the UTV is about to turn over, the driver or passenger may assist in preventing the roll over but may not push. The race official's decision on this will be final.

Women's Open Class

The Women's Open Class will be an open class race for women with the same rules that apply to the regular ATV Open Class.

Amateur Class

The amateur class is designed for any person who would like to try their hand at racing. This class will not require a membership, nor will it be eligible for end of the year points. The entry fee for each participant will be \$20.00 and it will be a trophy class. Bracket racing will be used to determine the overall winner. The exceptions to this class will be as follows: No ATV's with crush locks will be allowed to race in this class, no lifts over three inches will be allowed, and no power adders will be allowed. Anyone participating in this class will only be allowed to place in the top three positions only twice before having to move into a perspective racing class. This means if you should participate in the series, you place third at the first race, and second or first at another race, you will not be allowed to participate in the amateur class again. You must move into a racing class, pay a membership fee if you wish to run for points, and/or pay the required class fees. The same general rules and regulations apply for this class.

Specific Class Rules:

The following rules are specific to each of the classes listed below.

Pro A Class – The Pro A class will include all twin cylinders ATV's 500ccs and up with a 53" wheelbase or less (including 53").

Pro B Class – The Pro B Class will include all twin cylinders ATV's 500ccs and up with more than a 53" wheelbase.

Bogger Class – The bogger class will include all single cylinders ATV's 0ccs and up.

Summary of Classes

Bogger	0 and up (Single Cylinder Only)
Amateur	no crush locks, no power adders, maximum 3 inch lifts allowed
Pro A	500 and up (Twin Cylinders 53" wheelbases or less)
Pro B	500 and up (Twin cylinders over 53" wheelbase)
Open	must be ATV engine
UTV	must be an ATV engine
Woman	must be an ATV engine

The Southern Offroad Mud-a-cross series will be held at Splendor MX Park on the following dates;

Saturday May 22, 2010

Saturday, June 12, 2010

Saturday July 10, 2010

Saturday August 28, 2010

Saturday, September 11, 2010

(This final race will be governed by the Highlifter Pro Series Racing event to be held at Splendor Motocross Park in Splendor, Texas. To find out more information about Highlifter's series, please go to highlifter.com).

Racing fee's for the Southern Offroad Mud-a-cross series will be:

***Annual membership Dues (optional) \$25.00/per class
(membership in SORP will qualify racers for end of the series
contingency's/awards- if you choose not to become a member, you can still race
in the series ,but will not receive the points for the end of the year)***

Race entry fee for SORP members - \$30.00 for all classes

***Race entry for all non-members: - \$40.00 for all classes
(Entries in this category will NOT qualify for end of series awards)***

Amateur Class - \$20.00 per person. Trophy only class.

If a scheduled race is canceled for any reason the series will make one attempt to reschedule the race. If the race cannot be rescheduled, it will be deleted and will not count towards the end of the series points.

There is no minimum number of races a member must attend.

Splendor Motocross Track Fee's:

\$10.00 annual membership fee per rider. This is for track liability and it will only be charged once a year.

\$15.00 gate/spectator fee per person on race day. If you choose to come in on Friday to practice, you will need to pay for the rider only a \$15.00 practice fee.

\$10.00 primitive camping fee per RV, camper, trailer or tent

\$25.00 electrical hookup (space is limited so please call in advance)

To find out more information and directions to Splendor Motocross Track go to www.splendoramx.com

Points:

No points will be awarded for Wild Card heat winners.

If there is a tie for any place at the end of the series it will be decided by the number of first place finishes. If there is still a tie then it will be decided by the most second place finishes and so on until there is a winner. This tie breaker system will be used until there is a top three for every class.

Any member who is currently on suspension or terminated from SORP is considered ineligible for cash payouts or championship rewards at the end of the series.

Points will be awarded as follows:

Registration – 5 points

3rd place finish – 5 points

2nd place finish – 10 points

1st place finish – 15 points

Payouts:

Payouts for each individual event will be 75% payback with a 50/30/20 split per class. All entry fees for each class will only be paid to the class. Entry fees will not be spread across classes.

Championship at the end of the year will be for the top three places in every class based on the highest numbers of points accrued.

