

!!!! Warning !!!!

Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Motor vehicles should never be used by minors without parental consent or supervision. Your entry fee is fully refundable if you find the course unsuitable for your abilities or equipment.

All Events

All Events are Pro/Am where applicable. You may enter more than one class as long as you meet the criteria. Rider registration MUST be done online prior to the event or at registration area by 10 am day of race. Entry is refundable if there is a conflict in event schedule.

Cash Prize: Race fees after a single \$10 per race type member charge are 100% racer pay-back. 1st = 50% - 2nd = 30% - 3rd = 20% of class accumulated pot. Most event winners will also receive a medal, trophy, or dash plaque

We do not accept during-race entries or re-buys

See Schedule at Trailrex.com for Race Times. Number of entries will dictate exact schedule and payout.

Racers:

Vehicles to Tech at least 2 hours before races start – Mandatory drivers meeting 30 minutes prior to each event
Your entry includes 2 wristbands that allow access to the track and pit areas during practice and qualifying. This wristband also provides access to the Racers Section to watch the race. General Gate entry ticket does not include pit access. You will need to purchase a wristband for any additional mechanic or assistant. You are allowed two additional pit entry wristbands for each event you are racing.

Additional Pit Pass wrist bands can be purchased at the pit gate for \$5.00

Must be 16 or older to enter pit area

General ATV Drag Rules and Information

TROPHIES IN ALL CLASSES –

Special Drivers Awards for some classes with Additional Cash and Product.

*Fees and Schedule subject to change without notice.

Absolutely No one under 16 years old in the pit area!

Rules Adapted From:

New York State ATV Drag Racing Association NYSATVDRA Points Series Championship

RULES & REGULATIONS Rev. 2/05

By: ATV Special Events

www.ATVSpecialevents.com

These rules were developed for your safety and the safety of those around you. We have tried to make our rules as liberal as possible and yet achieve what is necessary for safety and equality.

Amateurs don't be intimidated; these rules are just common sense. If there is any question with a rule or class structure email Info@TrailRex.com

Min./Max Age Requirement is a Guideline

See Rules & Regulations for all other Requirements

Kid's ATV & Dirt Bike 2 Stroke & 4 Stroke

Class #'s

1 50 – 70 cc 2/4stroke

2 2 stroke 80-90 cc / 4 stroke 0-110 cc

- 3 50 cc – 90cc
- 4 Mod ATV & Bike 2/4 stroke 50cc – 110cc
- 5 Juniors ATV 2/4 stroke 0-250
- 6 Jr.-Mod ATV & Bike 2/4 stroke 0-250
- 7 Bracket Class (If you run this class you can't run any other Bracket Class)

Max. Age 15

No 250 R or other Race Performance Type Bikes

All Classes will get Trophies

Trail Stock

Class #'s

- 8 4 stroke 0 – 350 & Class 5/6 4 stroke only
- 9 2 stroke 201 - 250 & 4 stroke 351 – 430
- 10 4 stroke 431 – 525 ET 5.2
- 11 2 stroke 251 – UP & 4 stroke 525 – UP ET 5.15

MIN. AGE 15 on class 10-11

Heads Up

All machines must have the OEM (original equipment manufacturer) engine and all OEM components. TIRES, Slip-on Mufflers may be changed, spark arrestor not required, Aftermarket air filter OK in stock configuration air box. Wheelie Bars OK
PUMP GAS ONLY MAX. OCTANE 93

NO Aftermarket "hop-up" performance enhancing components of any sort includes - exhaust pipes & systems, intakes, carburetors, air box modifications, lengthened swing arms or axles, shift aids, chains, studs, screws, or factory performance kits

All cc are base on Cylinder Displacement

Trail Modified

Class #'s

- 12 2/4s 0 – 249 5.69
- 13 4/S 251 – 350 2/S – 250 "R" 5.7
- 14 4/S 351 – 430 5.68
- 15 4/S 431 – 525 5.1
- 16 4/S 525 – UP 5.0
- 17 2/S 251 – UP 4.85

Min. age 10 on class 12-14

Min. age 13 on class 15-17

Heads - Up

All machines must have an OEM ATV frame and must be a naturally aspirated Factory ATV engine and OEM Cylinders with bolt-on modifications &

Can have LIGHT (MILD) Engine work. CAM's are allowed

Allowable: Are aftermarket exhaust systems, axles, carbs, reed cages, Cool Heads, Air Box's extended, swing arms, gearing, wheelie bars, Electronic Ignition, shifting aids, & screws. Screws must have a Min. of 1/2" of screw Threads & MUST provide protection so that foot / leg can NOT get back into the tire.

OEM overbore are acceptable for Refreshing Cylinders only.

All CC are base on Cylinder Displacement

PUMP GAS ONLY. MAX. Octane 93

No Lighting of parts, but not limited to crank, rods, etc.

No strokers or big bore kits.

No Aftermarket, Hybrid engines or cylinders

No Nitrous Oxide, Alcohol, Race type fuels or Additives.

No motorcycle, or snowmobile engine type allowed

No chains, studs.

PRO – Modified ATV

Class #'s

- 18 4/S 0 – 440 No 450 Models

- 19 4/S 441 – Up
- 20 2/S 0 – 274
- 21 2/S 275 – 400
- 22 2/S 401 – Up

Heads - Up

Min. Age 14

All Machines must have an ATV style frame and a naturally aspirated ATV style engines.

Allowable: Are advanced engine modifications to include strokers and big bores, Aftermarket and Hybrid Engines.

Open Fuels, except Nitrous Oxide, lengthened swing arms, wheelie bars, shift aids, etc.

All CC are base on actual cylinder displacement.

Screws are OK Must have a min. of ½" of screw Threads & MUST provide protection so that foot / leg can NOT get back into the tire

No Turbo's or forced induction

No Nitrous Oxide assist

No chains, Studs

Super Pro – Modified ATV

Class #'s

- 23 4/S – Open All Non ATV motors must be naturally aspirated and run pump gas.
- 24 0 - 400
- 25 401 – 600
- 26 601 - 800
- 27 801 - Up

Min. Age 18

Heads – Up

Allowable: Are any "recreational vehicle type" engine power plant combination, any

ATV style chassis & frame type any fuel type including Nitrous Oxide assist and any forced induction & turbo systems, lengthened swing arms, wheelie bars, shift aids, etc

All CC are base on actual Cylinder Displacement

Chains & Studs are allowed in above class (Must pass Safety Insp. Before running)

Open Modified

Class #'s

- 28 Open CC ATV & Bike

Min Age 18

Heads up

Allowable are any "recreational vehicle type" engine power plant combination, any chassis & frame type any fuel including Nitrous Oxide assist and any forced induction & turbo systems. Also lengthened swing arms, wheelie bars, shift aids, chains, studs, etc.

All UTILITY ATV & SCRAMBLERS

BRACKET CLASS

Class #'s

- 29 All CC's

Min. Age 10

ET Racing, or Bracket Racing as it is commonly called, is the "grass roots" level of drag racing. Bracket racing allows almost anyone to race, on a fairly even playing field. This variety of the sport places much more emphasis on the driver than the vehicle itself. The basic principles of bracket racing are simple. At a race, you are given several time trials, which are used just as practice, and to see what times your car runs. In eliminations, which are single elimination tournament style, it's you against one other racer. You select a time that you think your car will run. That's called your dial-in. When two cars compete, they subtract the dial-ins, and the slower car gets that much of a head start. The theory is that if both drivers get identical reaction times, and both run what they predicted, they will

meet right at the finish line... a tie. In practicality, this never happens. Reaction times will differ, and the car may run quicker or slower than predicted.

All Dirt, Road Bikes, Altered Class & Utility's and UTV's

BRACKET CLASS Heads Up

Class #'s

30 All CC's
 30A 90 – 125cc
 30B 250- 350 cc
 30C 351- Up cc

Min. Age 10

ET Racing, or Bracket Racing as it is commonly called, is the "grass roots" level of drag racing. Bracket racing allows almost anyone to race, on a fairly even playing field. This variety of the sport places much more emphasis on the driver than the vehicle itself. The basic principles of bracket racing are simple. At a race, you are given several time trials, which are used just as practice, and to see what times your car runs. In eliminations, which are single elimination tournament style, it's you against one other racer. You select a time that you think your car will run. That's called your dial-in. When two vehicles compete, they subtract the dial-ins, and the slower car gets that much of a head start. The theory is that if both drivers get identical reaction times, and both run what they predicted, they will meet right at the finish line... a tie. In practicality, this never happens. Reaction times will differ, and the car may run quicker or slower than predicted.

GENERAL RULES AND REGULATIONS

ALL PARTICIPANTS WILL BE REQUIRED TO READ AND SIGN A WAIVER OF LIABILITY AND ASSUMPTION OF RISK FORM AS PRESCRIBED BY Trail Riders Expo, "TrailRex" INSURANCE CARRIERS. ALL PARTICIPANTS UNDER THE AGE OF 18 WILL ALSO NEED THE SIGNATURE OF A PARENT/GUARDIAN. THERE ARE NO EXCEPTIONS.

Eastern Speed Association and Association Marketing, LLC makes and enforces the rules, and may from time to time change, modify, add or delete any part or all of, any rule, at any time, for any reason that is deemed necessary. The rules may be changed without notice; however Eastern Speed Association and Association Marketing, LLC, will endeavor to notify all affected racers in a timely manner. Eastern Speed Association and Association Marketing, LLC will not arbitrarily change any rule without good reason and after deliberation. The rules are developed to promote safe, competitive racing, and should be interpreted in that light. Eastern Speed Association and Association Marketing, LLC shall reserve the right to refuse racing privileges and/or pit access to anyone at any time. Eastern Speed Association and Association Marketing, LLC shall have the authority to appoint a Race Director and ATV Track Officials as it sees fit. The official notice for all changes will be the Web Page.

www.TrailRex.com

Any person or group of persons that verbally or physically menace Eastern Speed Association or Association Marketing, LLC or its officials may be PERMANENTLY BARRED from any Eastern Speed Association and Association Marketing, LLC event and will otherwise be dealt with in the harshest manner.

All participants MUST attend all drivers meetings and make themselves aware of the racing circumstances, as to not hinder the flow of the racing program. NO ALCOHOLIC BEVERAGES, DRUGS, or other ILLEGAL SUBSTANCES shall be allowed in the staging area and the drivers and riders shall not use any of the substances mentioned before or during and event, as long as they remain in competition. Any driver or rider that is impaired shall NOT be allowed to compete and no fees will be returned. Each driver assumes the complete responsibility for their pit crew or the people associated with their vehicle. Any rules infraction committed by a crew member shall reflect directly upon the driver. The driver will be required to rectify the problem, or be subsequently penalized according to the rules stated herein. No glass containers will be allowed in the staging or racing area and it is suggested that you and your crew do not use any glass. The tire or foot you save may be yours. When leaving the Pit Area it is YOUR responsibility to ensure that ALL can's, paper, plastic is picked up and deposited of in containers. Let's keep the area clean and professional looking.

SPECIFIC RULES AND REGULATIONS

DIRT and Grass drags, unlike asphalt drags are designed to be run on uneven sand or dirt tracks. In building preparing, or modifying your vehicle for dirt drag racing, a competitor should keep in mind that Eastern Speed Association and Association Marketing, LLC will try to maintain a suitable racing surface. However, there may be holes at the starting line or in the track surface, ridges down the track, uneven surfaces and rocks or other debris on the track. These obstacles are not intended to make the race any more difficult, but are part of the sport. Eastern

Speed Association and Association Marketing, LLC will endeavor to remove all the problems before the race. It is up to the individual to determine if the conditions are unsafe for their vehicle. It is the option of the racer to race or not. If the track is deemed suitable and the racer chooses not to race he/she will lose that race, but will not be disqualified from further competition.

ATV Special Event LLC has developed these regulations to keep competition fair and help maintain organization and safety of each event. Some rules may be waived or altered to suit an individual track as long as safety is NOT compromised. All Events will be 300' unless for safety reasons the Race Director determines the track needs to be shortened. If we are aware of any changes prior to the event, the distance will be posted on the Web Page.

Age

A minimum of 5 years of age is required for all Kid Classes. Maximum age limit is 15 years of age.

A minimum of 10 years of age is required to enter any Stock and Trail Mod classes.

A minimum of 12 years of age is required to enter down to Time 6.0

A minimum of 14 years of age is required to enter down to Time 5.5

A minimum of 16 years of age is required to enter down to Time 5.0

The Race Director may waive age requirements depending on the individual racer. All competitors must have proper identification. All competitors must present proof of age upon request of a race official; failure to do so may result in disqualification.

Clothing/Body Protection

All competitors must wear the following at a minimum: long pants, ankle high boots and shirts with sleeves that extend past the elbow. Teck vest, leather jacket or other upper body protection is required on racers faster than 5.00. Upper body protection is chest, back, shoulder, neck, arm and elbows.

Helmets / Eye Protection/ Neck Brace

All competitors are required to wear DOT or Snell approved full-face safety helmets. Eye protection in the form of safety glasses, goggles, or face shield is also required. Neck Braces are required for all racers faster than 5.50.

Safety Guidelines

Driver's Meeting: All racers MUST attend the drivers meeting. Such items will be discussed at each meeting, as to timing lights, staging area, shut down area; return lane, safety barriers and items of other safety concerns. The classes and any special rules that apply to the particular track and race will be discussed.

Kill Switches on all ATV's faster than 5.50 must be working and attached to rider. If your machine has a Kill Switch, you must use it.

Chain/Belt Guards – Guards are on all non-stock and trail mod ATV's. Chain guards should cover chain from centerline of both sprockets. Snowmobile style engines must have both clutches enclosed on 3 sides. Guards should be made of steel or 1/8 inch aluminum unless otherwise stock equipped. All guards must be firmly mounted.

Spike Tires – In classes that allow spike tires, there will be guards installed on your machine so that a rider's leg cannot get back into the rear tire and the fenders and guards must be extended to ensure that no spikes will fly forward or up in the air. Screws that have threads min. 1/2" long are allowed in same classes.

Lights – All entries must have a functional taillight working during night racing.

Wheelie Bar's can be used in all classes except stock.

Pit Riding – Pit speed is 5 MPH at all times and return lanes, No burnouts or doughnuts at any time.

Nitrous Oxide - Nitrous Oxide must be commercially manufactured and the manufacturer's ID on all parts.

Nitrous bottles must be completely contained within the unit frame and secured with a bottle bottom anti-drop strap to prevent the bottle from falling out.

Hot Pits – Hot Pit area will be mark out by some type of fencing. This area is where you will stage your machine after Tech Inspection is complete. All tools, tires and etc. will be in this area and all repairs will be done in this area. You must ask an event office to move your machine outside of this area.

Competition Numbers

Eastern Speed Association registration personnel will assign all competition numbers. Each machine will receive a different number. It will be the competitor's responsibility to provide HIGH CONTRAST, LEGIBLE Numbers. It is the responsibility of the competitor to properly display the number on the FRONT of the vehicle so that it can be seen by the control tower and staging personal. Participants will keep this competition number throughout the whole season. The numbers will be on a White Background with Black numbers 4" high at minimum. Trophy winners from the previous year will have 1st choice on numbers for the up-coming season. These riders have until May 1st of each year to hold their number. After May 1st, your number may be assigned to another rider.

Registration

Registration Forms will not be available at time of sign in. It is the responsibility of the competitor to complete the form online or over the phone with name, address, telephone and etc and to sign the form on day of event . All minors age 17 or younger are required to have a parent authorization form signed by the parent or guardian and the competitor. Once registration is CLOSED, no money will be refunded unless approved by the Race Director.

After registration is closed, the system will update all races as to the class assigned. It will RAMDONLY pick lanes and does all of the pairing for the 1st round. The scorekeeper will determine all other rounds. The Race Order List will be posted on Board during the Driver Meeting or Practice Rounds, It is YOUR responsibility to check and verify that you are in the correct class. Once the race starts and if you are in the wrong class you could be disqualified and NO money returned.

Cost

All Classes \$25.00

Displacement Claims

The basic factor for determining the cc's will be the manufacturers cc displacement embossed or stamped on the engine case. In classes where entries are not restricted in overbore, the manufacturers claim will determine the class. Classes that restrict overbore will be bound to the manufacturers cc displacement displayed. That entry will run the highest class assignable, or have cc's verified by engine teardown. Classes that limit cc's are subject to verification. All displacement claims are the sole responsibility of the participant.

Tech Inspection

All machines will go through Tech Inspection at each race. Drivers will fill out the registration forms and then take form's and machine to Tech Inspection area. All machines will be inspected to the FIRST Class that you have entered and will establish what will be your First Class. All Safety items will be check on the machine and your personal gear, i.e., helmets, upper body protection, pants, shirts, etc. Also Fuels could be checked in Stock and Trail Mod Classes. After passing Tech Inspection you will return to the registration area to sign up and enter classes that your machine is allowable to run. From time to time you might be asked for a Bore and Stroke check on your machine or some other internal type inspection. This will be performed by the Tech Inspector and with your help and presence. It will be YOUR responsible to reinstall any and all components that were inspected. At NO time will any of your parts be on display for other competitors to view. This is NOT an open view for all.

Fuel Check

Fuel Check can occur at any time during this event. The Tech Inspector or Race Director may require a certain machine to pass a fuel test prior to the next race. A 1st offense fuel check will result in a loss of points and disqualification for that race. Refusal of a fuel check will result in loss of points, disqualification for that race and 1 race suspension. 2nd offense will result in suspension for the rest of the year in that class. Pump gas can only be max octane 94.

Class Information

Refer to classes as posted on web site or on the registration board.

Practice/Dial-In Runs

This section is meant as a guideline and may be altered as deemed necessary by Race Director. Every participant will be given a total of two (2) practice/Dial-In runs during this session. These runs may be made at anytime during appropriate time trial sessions, but only two may be made. A practice/Dial-In run is considered complete once the vehicle is staged at the starting line. It is the responsibility of the driver to get both Dial-In runs made. The race director will not permit more than two time runs per competitor. Attempts to make more than the allotted number of time runs may result in disqualification. Additional Dial-In runs may be made in case of a malfunction of the timing equipment or other errors on the part of Eastern Speed Association. These exceptions are only allowed at the discretion of the Race Director. Driver error or vehicle malfunction are not grounds for additional practice runs. In classes that will be Bracket or ET classes, all machines will get a minimum of 2 runs even when other classes only get 1 practice run.

Dial-In-Times

All classes (except Heads Up Classes) require competitors to enter dial-in times for their vehicle to compete. All dial-in times must be reported to the designated race official 15 minutes before the class is called to the line. The dial-in that is reported before competition begins will be used through the first round. Any changes to Dial-ins will be made 10 minutes before the class is called again. Dial-ins must be given to the 1/100th of a second (i.e. 4.25, not 4.2 or 4.255).

Dial-in-Changes

Dial-in time changes can be made 10 minutes before each round of competition. In order to change the dial-in time, Competitors must do the following: Drivers must decide all dial-in changes themselves. The driver must fill out the appropriate dial-in change form or slip. It is the responsibility of the driver to hand in the dial-in change form to the designated race official. All dial-in changes must be made prior to the class being called to staging. Do not wait until your vehicle is in the staging area to make dial-in changes. The Race Director will work fairly with racers to help to make sure that dial-in changes get made.

Staging Area

Once called from the pit area to race each competitor has 5 minutes to get to the pre-stage area of the starting line. If a competitor fails to report to the pre-stage area and has been called, the competitor will be disqualified from that competition. The competitor's opponent will be given a single run. When entering the staging area, the competitor must stop and wait for the signal from the official starter before approaching the starting line. Once the official starter has given the signal to approach the starting line; both vehicles have 30 seconds to be completely staged. If one vehicle does not completely stage within 15 seconds, the other vehicle will be given a single run.

PortATree Professional

A PortATree Professional Drag Racing Timing system is our timing system of choice. It is set-up so that each lane has a stage light and your wheels must enter this beam and you stop. The stage light for your lane will come on. You must stay staged until the tree is fired. If you stage too deep the light might go out and you will see red light. When the tree is fired and your lane's green light appears, this system will determine if you cross the 2nd beam or red-light beam before the green comes on. There is 15" between the stage and guard beam. This will be determined by the system down to .001 seconds. For all Heads up racing the tree will be set-up for .400 times on a Full tree. For bracket style racing, the tree will also be set-up on a .400 timer. If you are not familiar with this system, one of the track officials will be glad to help you familiarize you with the lights and how they work at anytime prior to the race. JUST ASK.

PIT Board

The Pit Board system will be used to identify which class is next to be run, the machine number and the lane number. It is the Rider's Responsibility to Read and Pay attention to the Board as it will indicate when the rider needs to advance to the pre-stage area. There will be 2 Pit Boards that will have all Classes and Race Sequences on them. The 1st White Board will be for 1st and 3rd rounds and the 2nd White board will be for the 2nd and 4th rounds. The 1st rounds will random pairings as selected by the computer. Class and machine numbers will be posted. To advance from pre-stage to stage areas, the Staging Official will call the class and machine number. When machine are staged or race has been completed, the numbers will be erased from the board so that all riders can see what classes are next and when they will be coming to the stage area. Round 2 will be posted on the 2nd white board and by the time the 1st round has been completed, the next races will be posted and the staging official will move into the 2nd round. All additional rounds will be the same sequence.

Staging Lanes (If Used)

Prior to each round of competition, a Race Official or the P. A. announcer will call the classes to the staging area and will fill drivers will fill all of the four staging lanes equally. Failure to comply may result in disqualification. Race position will be determined through a random draw by the Staging Lane Official from the first row of vehicles. Lane choice is by a random draw by the same Race official.

Elimination Race

Once both vehicles are staged, either the Official Starter or a random computer timer will signal the tree to bring down the lights. For handicapped starts, the timing system will determine the amount of handicap based on dial-ins turned in by the drivers.

Winner Determination

The winner of the race is determined by the computer timing system. The winner is the first vehicle that crosses the finish line without doing any of the following: Foul Start (Red-Light), Breakout, Out- of- Bounds, Hitting or moving a cone or moving the center wire is considered out of bounds.

Bye-Runs

At the beginning of each round of eliminations a random vehicle is chosen by the computer for the "bye". This driver must wait until the end of the round to make their pass. In the event of an odd number of vehicles in the round, this driver will be given a bye-run. In subsequent rounds, this driver may not be chosen again for a bye-run. If given a bye-run, the driver must make a complete pass down the drag strip.

Disqualification, Suspension, or Expulsion

Reasons other than those previously listed that will result in a disqualification are:

Un-sportsman Like Conduct

This includes, but is not limited to: improper language, extensive argument with race officials, or other competitors, etc. as determined by Eastern Speed Association or Association Marketing, LLC.

Unsafe Action

Action detrimental to racing or any situation or condition deemed to be unsafe, unfair or out of order by the Race Director. This includes, but is not limited to the consumption of alcohol or drugs by any participant during a race or within the pit area.

Time-Trials / Practice

Any competitor trying to complete more than two practice runs without permission of the Race Director. The Race Director present at the race shall have authority to disqualify any vehicle, participant or organization from said race. The decision of the Race Director is final and cannot be appealed. The Eastern Speed Association officials reserve the right to, upon showing of good cause, reverse or revise any decision.

Race Discrepancies

Any discrepancies that arise concerning the winner of a round will be determined by using the results from the computer or the time-slip for that round. If you have a discrepancy, you need to see the Official starter immediately to file a complaint. If it is an obvious Eastern Speed Association mistake (incorrect dial-in, incorrect handicap, false starting line activation, equipment problem, etc.) the race will be a re-run. The Race Director has the final say. Under all circumstances, the Race Director will handle all arguments or problems and will determine the final outcome of a race.

Race Cancellation

The Race Director has the right to cancel a race for any reason including but not limited to the following: inclement weather conditions, equipment failure, poor or unsafe track conditions etc. In the event of a race cancellation, prize money will be distributed evenly among the competitors in each class that have not been eliminated from competition.

Event Management MAKES NO REPRESENTATIONS OR EXPRESS IMPLIED WARRANTIES THAT COMPLIANCE WITH THE RULES AS WRITTEN OR ANY ADDENDUMS TO THOSE RULES WILL GUARANTEE AGAINST INJURY OR DEATH, OR DAMAGE TO PERSONAL PROPERTY.

These rules and regulations constitute the minimum standards for competition and are intended as a guide for the conduct of the sport. The primary responsibility for safe condition and operation of racing vehicles in competition rests with the vehicle owner and driver. Management reserves the right to modify these rules at any time. Failure to abide by these rules is grounds for disqualification and possible removal from the TrailRex event.

Motorsports are inherently dangerous. You should take part in this competition based on your own assessment of your abilities. If you have not personally inspected the course, we urge you to do so. You have been provided an opportunity to practice under noncompetitive conditions. If you have not practiced, we urge you to contact the Race Director at this time. You are responsible for the quality and condition of your Vehicle and protective apparel.

The promoter does not provide medical insurance coverage. We urge you not to compete in Motorsports without adequate personal medical insurance coverage. If you have any doubts at this time about your personal abilities to participate in this event, if you have not adequately prepared yourself and your equipment, or if you believe your personal insurance coverage's are not adequate to compensate you for any loss that might occur, we urge you to notify the promoter who will refund your entry fee. Spectators witnessing these events thereby assume all risks for any injuries or damages resulting there from.