



2021 SXS RULEBOOK





INTRODUCTION

The BRO-MX SxS rulebook is designed as a guideline or quick reference tool to help you understand the rules that pertain to SxS racing. All racers and teams should be fully aware of the regulations set out in the rulebook and should be prepared to abide by them.

The regulations are compromised of definitions and allowable modifications or alterations. If a definition, modification or alteration is not cited then it is to be construed that no modification, alteration or change can be made to the component. It is a racer's responsibility to present a SxS that is legal at all times. It is not BRO-Mx's responsibility to detect every rules violation at every inspection.

If you have any further questions concerning rules, please contact our Technical Director at info@bro-mx.com.

This rulebook was posted June 29, 2021. All rules in this rulebook are subject to change. Please check the BRO-MX website (www.bro-mx.com) for rule changes, additions and information not included in this rulebook. It is the Driver's responsibility to visit our website prior to each race to make sure they have the latest updates. BRO-MX reserves the right to change or modify these rules at any time.

Being a BRO-MX Competition Member allows you to race at BRO-MX sanctioned events, provided you have the appropriate entry and waiver forms completed and submitted by the appropriate deadlines.

If you have any questions, please contact BRO-MX at info@bro-mx.com



DRIVERS UNDER 18 YEARS OF AGE

1. Drivers under the age of eighteen (18) are required to have an original notarized Minor Waiver on file at BRO-MX before they will be allowed to compete. These must be completed every year.
2. Drivers under the age of eighteen (18) are required to sign the Minor's Assumption of Risk Acknowledgement at Driver check in at each event. No Exceptions!
3. Drivers under the age of eighteen (18) must have a parent or legal guardian with them at Driver check-in. If a parent or legal guardian is not able to attend Driver check-in, an original notarized Power of Attorney form must be presented with proper ID at Driver check-in. Please see www.bro-mx.com for the appropriate form.



CLASSES

In order to compete in any class other than Youth, a driver must be at least sixteen (16) years of age.

BRO-MX reserves the right to request a Driver to change classes at any time.

1. Open – (See rulebook for acceptable models)
2. Intermediate - (See rulebook for acceptable models)
3. Trail 1000 Turbo - (See rulebook for acceptable models)
4. Trail 1000 Non-Turbo - (See rulebook for acceptable models)
5. Trail 900 Non-Turbo - (See rulebook for acceptable models)
6. Youth 170 - (See rulebook for acceptable models)



RACE DIRECTOR AUTHORITY

1. The Race Director shall be responsible for the conduct of the race. He shall have the right to make the final determination concerning all aspects of the race and the race facility, including design.
2. The Race Director shall have the voice of authority to discipline the participants for violation of the rules. Such discipline will be limited to disqualification of a participant and/or exclusion from an event, and/or fines.
3. Official race results shall be approved by the assigned Race Director and a signed copy will be returned to the promoter for announcement and distribution.
4. Race Director may not have a vested interest in the events in which they act in an official capacity. They may not work in an official capacity when they have a vested interest in that class.
5. Race Directors may compete in events other than those in which they officiate.
6. The Race Director may cancel any race or the entire event for reasons of safety regarding competitors or spectators, and in such case shall determine the awards, if any. The Race Director may shorten the race for any reasons of safety but must give Drivers adequate notice in advance.
7. A Race Director may judge the mechanical integrity of all timing equipment.
8. The number of competitors that can be safely on the course at any one time will be determined by the Race Director.
9. The Technical Director shall carry and be responsible for the official specifications and certain instruments for measurements concerning verification and control of contestant's machines. The Technical Director may not work in official capacity when he has a vested interest in that class.



FLAG DEFINITIONS

All Drivers **MUST** pay close attention to the flags and or lights as they will be displayed throughout the entire race.

GREEN FLAG/LIGHT

The green flag is lifted to start the race. The course is clear, and race is in progress.

YELLOW FLAG/LIGHT

Yellow Flag Zone: The yellow flag/light zone shall start at the first yellow flag/light and extends all the way up to and including the incident. Care should be taken by driver to not put the downed driver/incident in harm's way through careless and aggressive acceleration out of the yellow flag/light zone.

NO PASSING is permitted in any yellow flag/light zone (the area from the yellow flag to the end of the incident). A yellow flag/light means there is an incident ahead and there may be some track blockage. All Drivers will slow down to observe the caution, and most importantly **NOT PASS** or gain any significant ground on next competitor until clear of the incident and through the yellow flag/light zone.

Penalty: A pass under yellow will result in a furred black flag. If a driver mistakenly passes under yellow, he or she has the opportunity to immediately correct the situation by dropping back and allowing the passed SxS to regain the position. If the situation is not corrected, the Driver will be scored last in his/her heat or final. All calls are at the Race Directors discretion.

NO JUMPING

Jumping under yellow constitutes a safety hazard. The tires leaving the ground is considered jumping. In a situation where the yellow flag/light is displayed for numerous laps, Drivers must obey the yellow flag/light for all of those laps. If the yellow is waving in conjunction with a checkered flag, the Drivers must still obey the yellow and "roll over" the finish line.

Penalty: Any Driver caught jumping under yellow may receive last place points, DQ or a position determined at the Race Directors discretion.



GAINING UNDER YELLOW

Gaining “too much” ground on Driver ahead of you is not allowed in a yellow zone. Yellow flag zones are not the place to make up time on your competition. As a general rule of thumb, a driver making up more than 1 SxS length of ground will be considered “gaining too much ground”. A driver who gains too much ground and immediately corrects the error by slowing up and re-establishing the original “gap” shall not be penalized. Go slow, roll the jumps and get through the yellow zone safely, and then resume race speed. “Too much ground” shall be at the discretion of the Race Director.

Penalty: Driver caught gaining too much ground under yellow flag/light zone may be scored last, DQ, or a position determined at Race Directors discretion.

OFF TRACK & RE-ENTRY

When a driver goes off track, he or she must re-enter as soon as possible in the safest spot possible. The driver needs to either stop and look up track or clearly look up track before re-entering the track in a safe manner. Race Director and officials must see the Driver turn their head and look up the track to make sure that they don't impede anyone's progress or endanger anyone. In addition, Race officials must be able to clearly see that they have not gained ground and have re-entered the race course without gaining ground or race position.

Penalty: Driver caught not looking or gaining position after going off track shall be scored last, docked position, or a DQ at Race Directors discretion.

RED FLAG/LIGHT

The race will stop immediately, regardless of your position on the track. A Red Flag/Light will be displayed if a Driver down needs medical attention or the track does not allow the race to continue. Slow down and stop with caution as the Drivers behind you may not have seen the red flag/light. Drivers will be told when to move to the starting area.

If a Red Flag/light is thrown during the last lap of the race, the race will resume with two laps being run - a white and checked.



ABSOLUTELY NO WORK OF ANY KIND IS TO BE PERFORMED ON THE SXS. Anyone working on the SXS will be placed at the end of the field or DQ'd at the Race Directors discretion. The SXS will restart the race just as it was when the red flag was thrown. Crew members must stay away from the SXS. They are not allowed on the track. Once called to restart, Drivers have 2 minutes to be at their SXS. Driver will restart and position sled when told to do so. It is at the discretion of the Race Director, when to pull the red flag.

If Medical is called, the driver will not be allowed to rejoin the race. The Driver will not race again later in the day until cleared by Medical. If a red flag is thrown that does not involve injury and SXS or SXS' are able to continue, those SXS'S will restart at the rear of the field. We will use a staggered restart. The restart line up will be by finishing position of the previous lap. Lappers will be at the back of the field in the position they would be in if the race ended.

The restart position of the drivers reverts back to the last officially counted lap. If only one (1) lap or less has been completed, the restart will be the same as the start of the race. No work may be performed on the machines without permission from a race official. If a driver is concerned that his/her SXS is not safe to continue, he/she must have an BRO-MX official examine it before he/she can touch it.



BLACK FLAG

A furled black flag (the black flag is wrapped around the stick) signifies a warning for either equipment failure or for Driver conduct. A furled black flag pointed at you is a warning to stop whatever activity has caught the eye of the officials. You should proceed to the start line to speak to the starter for your penalty. Should you not cease the offending activity, you WILL promptly be displayed an open black flag. (Example here would be rough driving or passing in a yellow flag zone).

If you are shown a furled black flag on the first lap, you likely jumped the start and need to drop to the back of the field before resuming racing. If you are shown a furled flag during racing, you likely gained positions illegally and you must drop back and let at least 3 SXS's by you and then resume racing.

An open black flag – the display of this flag is an immediate disqualification. Pull off the track immediately and safely. Driver is not allowed to stop and talk to flagman at the finish line. For questions, go to the start line flagman. A penalty will be assessed after the race.

In the event that you disagree with the decision of the officials regarding a black flag penalty, please be advised that all such calls will be made solely at the discretion of the Race Director, after any and all necessary information has been gathered. Should you disagree, you may fill out a "challenge form" and BRO-MX will review the form. It is BRO-MX's sole discretion whether to reverse the call or leave it as is. There will be no discussion with the Race Director during racing as this will distract them from the racing in progress.

This is a professional series, and we expect ALL involved to act accordingly. Your argument, when presented in an appropriate manner, will be duly considered and, should your protest have merit, the decision of the officials could be reviewed.

BLUE FLAG

The blue flag will be displayed to machines being lapped. Lapped Drivers should move out of the way of the leaders.

WHITE FLAG

The white flag is a "courtesy flag" and it will be displayed when Drivers have started their last lap.

CHECKERED FLAG

The race is complete. Should a checked flag be displayed earlier or later than the official distance, the finishing order will be decided on the lap the checkered flag was thrown. You may be required to stop for a post-race technical inspection unless otherwise instructed by an BRO-MX official.



GENERAL REGULATIONS

All drivers and crew who enter secured areas within the facility must be aware of and abide by these rules and all applicable rules in the general competition section. The intent of these rules is to establish a venue in which all qualified drivers and machines can compete at their own level. These rules are definitions and guidelines which allow for modifications or alterations. If a definition, modification or alteration is not cited, then it is to be construed that no modification, alteration or change can be made to the component unless it is specifically approved by the rules committee. Rule updates and/or changes will be posted on the BRO-MX website, on the pit board in staging, or in the Tech Inspection area. It is the responsibility of the driver and crew to be aware of such changes.

DRIVER & MACHINE

1. A driver and the machine's chassis and motor shall be considered a unit and once the class has begun, neither will be substituted. If a driver qualified on a machine, both the driver and the chassis and motor must be in the same final event of the class. Any driver caught substituting a chassis or motor will be subject to immediate disqualification and possible disciplinary action and may lose all points at the event in that class.
2. Driver AND machine MUST report to Post Race inspection before returning to the pit area, failure to do so, may result in disqualification.

RACE REGISTRATION & ENTRY REGULATIONS

1. A signed Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement form is mandatory for all personnel in non-spectator areas (paddock, staging and track) at each event.
2. All drivers must have registered and have signed a Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement before any runs are made (practice or racing). Any Driver practicing or racing without proper waiver and registration forms filled out may be disqualified. All entries must be to the appropriate BRO-MX office by the proper deadline. This does not guarantee your entry in the race - some classes will be full before this date.
3. Please check with your racing circuit for their refund policy of entry fees and additional fees.
4. Service fees or insurance fees are not considered part of entry fees.



5. BRO-MX will provide a schedule of events.
6. The maximum number of classes a Driver can enter per day will be regulated on a rules basis. Driver and machine may race other higher classes in the same division.
7. Any class or event can be eliminated when there are less than three (3) official entries at the close of registration.
8. All participants in events must be fully familiar with the Rules and Regulations, and any additional rules by Race Promoters that may be specifically applied to any event.
9. All participants are responsible for at least a 10 BC fire extinguisher in their pit area. Any pit area without the proper fire extinguisher is subject to a \$250 fine.
10. All Drivers are responsible for the proper disposal of hazardous materials (examples; gasoline, oil, antifreeze, etc.) and waste (garbage). Any driver not in compliance, may be suspended and/or fined.

DRIVER PROTECTIVE EQUIPMENT

These general rules apply to all classes unless noted. All members are required to be fully aware of the following regulations and abide by them.

1. Full coverage helmets are mandatory. Helmets will be full protective coverage and carry the 2010, or newer, "Snell Foundation Approval Code." Helmets carrying European Standard ECE 22.05 are also approved. Removal of "Snell 2010" identification tags or decals may result in the helmet not being legal for competition.

Helmets must be securely fastened at all times. Drivers competing without their helmet securely fastened will be immediately disqualified.

*All helmets will be required to be 2015 Snell foundation approval code. Helmets carrying specific for the timeframe updated ECE 22.05 European standards will also be approved.

2. Eye protection is mandatory. If corrective lenses are required to drive a motor vehicle, the Driver will also be required to wear them while racing.
3. Open & Intermediate Divisions - 4-point harness seat belts minimum (5-point harness recommended). In the Trail classes & Youth classes stock harnesses are legal. (Harnesses will be available to purchase at the events.)



4. Number plates on both sides and rear
5. All passengers must sign a waiver
6. Fire extinguisher inside the cockpit. (Extinguishers & mounts will be available to purchase at the events.)
7. Factory window nets or aftermarket nets that will keep feet and hands inside of SXS for driver and passenger.

Additional recommended Safety Equipment for all classes, Windshield or Screen, Racing fire suit, Rear view mirror, Roof, Doors, Upgraded seats, Roll cage gussets to strengthen stock cage or aftermarket stronger cage, neck brace/hans device.

DRIVER LIABILITY

The Driver in signing the Driver Entry Waiver and Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement, elect to use the course at the event at their own risk, and thereby releases the sanctioning organization together with their heirs, assigns, officers, representatives, agents, employees, and members, sponsoring organization and owners of properties on which sanctioned events are to be held from all liability from injury to person, property may be received by said entrant and from all claims of said injuries to the parties listed above growing out of, or caused by any construction or condition of the course over which the event is held.

DRIVER RESPONSIBILITY & PIT CREW

Members of pit crew, etc., are the responsibility of the Driver to whom assigned. If a crew member lets someone else use their wristbands, tries to enter restricted areas without the proper identification, wristband or signing a waiver, or in any other way becomes a problem for BRO-MX race officials, the Driver whom they are with, can be penalized up to and including disqualification and fines.

The Driver's crew member(s), in signing the Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement, elect to use the course at the event at their own risk, and thereby releases the sanctioning organization together with their heirs, assigns, officers, representatives, agents, employees, and members, sponsoring organization and owners of properties on which sanctioned events are to be held from all liability from injury to person, property may be received by said entrant and from all claims of said injuries to the parties listed above growing out of, or caused by any construction or condition of the course over which the event is held.



MISUSE OF PIT PASSES

Improper usage of pit or paddock passes may be grounds for discipline. This disciplinary action may include fines and possible disqualification for the driver.

FRAUD, BRIBERY & ILLEGAL ASSISTANCE

In addition to non-compliance with any of the above regulations or rules, the following offenses shall be considered a breach of regulations subject to disqualification.

1. Bribing or attempting to bribe anyone connected with the race; accepting or offering to accept a bribe.
2. A competitor accepting any kind of assistance that aids in machine operation during the race.
3. Any fraudulent proceedings or act of prejudicing the interest of the race generally.

DRIVER CHECK-IN

1. All drivers and crew members are required to check in, sign a Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement, and WEAR a release wristband on the appropriate wrist.
2. Crew members not signed in by the end of Driver check-in will be required to pay for gate admission and a pit pass.
3. Everyone who is in the pit area must be wearing a wristband on their wrist. Drivers or their pit crew caught in the pit area without a wristband, switching wristbands, or using old wristbands could subject the drivers to disciplinary action, fines, and possible disqualification.
4. Drivers must be checked in by the appointed time.



DRIVERS MEETING

The mandatory Driver's Meeting will be held at an announced time and place. It will be conducted by the Race Director and/or Race Promoter. Descriptions of the course, flags, etc. will be made. Pins, stamps, tags, etc. may be used to check the identity of Drivers at the meeting. Drivers not attending this meeting are subject to penalties or fines.

PRACTICE LAPS

Refer to the schedule of events for times. Drivers should report to the staging area to run practice laps. Length of practice sessions will be determined by amount of time available at each event by race officials. All drivers must be registered and have signed all waivers. Any driver on the practice track without being registered or having signed the proper waivers will be disqualified. The Race Director has the power to change or modify practice at any time.

STAGING AREA

Reasonable speeds will be observed in the pit and staging areas. Drivers will report to the staging area to run practice laps. The schedule of events will be posted on a board in the staging area. It is the driver's responsibility to be aware of what heat they are racing in and be in the staging area when their respective heat is called. It is the drivers RESPONSIBILITY to be there and ready to race. It is the Driver's reasonability to be there on time and ready to race.

TUNE-UP AREA

1. Tune-up of the engine will be performed in the proper area only when available. Drivers must consult with the Race Director to determine the proper tune-up area at each event. The tune-up area will be held on a course, completely free of obstructions, which provides adequate and safe run-off areas at the end so competitors may slow down and exit safely.
2. All driver entry fees must be paid before a Driver may use the designated tune-up area.
3. All drivers and pit crew in said tune-up area must have signed the Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement and be wearing the event specific wristband.
4. All appropriate safety gear are required in the tune-up area.



RACE START & START LINE

1. The driver and one (1) crew member are allowed on the start line.
2. Once the machine leaves the start line on its own power, the machine is considered to have started the race.
3. A driver may raise his hand if there is an equipment problem on the start line. The starting flagman will wait a maximum of two (2) minutes for the Driver to correct the problem.

SIGNAL LIGHT RULES

1. Sanctioning bodies, which employ signal lights, must inform competitors of their signal light protocol before the start of the event. When light signals are used instead of flags, all competitors must be made aware of signal light procedures prior to the race.
2. Competitors must obey signal lights.

DRIVER MAY BE PENALIZED AT THE START OF A RACE

1. Jumping the start.
2. Causing a restart.
3. Unsportsmanlike conduct (at the discretion of the Race Director).

START LINE PENALTY

For classes that all of the drivers advance to the final, any driver who scores a DNS (did not start) in qualifying may be required to start from the penalty line in the final at the discretion of the Race Director. If a driver scores a DNS in all rounds of qualifying, the Driver will not be allowed to compete in the final. All drivers must qualify for a final.

PASSING

A driver must always be prepared for another machine to pass and must therefore be on the lookout for other machines approaching from behind. Drivers will not hinder or obstruct an overtaking vehicle. A slower driver is to move over for the passing machine.



LEAVING THE COURSE

1. Drivers leaving the course must re-enter in a safe fashion and without gaining a position or advantage. The driver must re-enter in the closest and safest area. Failure to follow this procedure may result in a penalty or disqualification at the discretion of the Race Director.

2. Drivers may not stop on the race course. If mechanical problems force this, the driver is responsible for getting the machine off the course. Failure to assist the race officials in removing the downed SXS may result in a DNS score.

RACE FINISH

A driver whose machine is disabled before the driver reaches the finish line may push or pull the machine, with the Driver's own unaided muscular energy, across the finish line and will be considered to have completed the race.

INJURED DRIVERS & DAMAGED MACHINES

1. An injured or otherwise incapacitated driver or damaged machine shall be prohibited from racing with exception that, if in the Race Directors judgment, the driver or machine is determined not to be a danger to driver's self or any other competitor. The driver may only re-enter a race if a race official and the medical staff have cleared such driver. The Race Director's decision is final.

2. If for any reason a driver is forced to stop on or near the course during an event, it would be the driver's first duty to remove the machine from the track so as not to endanger or obstruct other Drivers

UNSPORTSMANLIKE CONDUCT

1. The deliberate blocking of a faster machine is cause for disqualification or a Stop and Go penalty at the discretion of the Race Director.

2. Bumping or cutting of lanes is cause for a Stop and Go penalty or disqualification at the discretion of the Race Director.

3. Any dangerous or foolish driving, crowding, chopping, cross jumping or unsportsmanlike conduct on the course, in the pit area, or anywhere else on the race grounds could subject contestant to disqualification at the discretion of the Race Director.



RADIOS

1. Radio communication from crew member(s) to Driver will be allowed in the Open class only. The communicating frequency must be filed with BRO-MX. There will be no independent radio transmission on sanctioning body's radio frequencies.

2. Helmet IPODs, MP3 players or musical device radios will be NOT allowed at ANY events.

CAMERAS

BRO-MX reserves the right to mandate camera mounts on ALL SXS.

SUPPORT VEHICLES

No unauthorized motorized vehicles are allowed in the pit or staging areas. Machines have to return under their own power. Only disabled machines may be towed from the track. Pit bikes are not allowed. No one under 16 years old allowed to drive any pit vehicles anywhere on the premises.

SPEEDING

Reasonable speeds will be observed in the pit and paddock area. All pit areas are caution zones where the utmost driver awareness is required. Speeding/unsafe driving may result in a penalty of the driver associated with the infraction at Race Director's discretion.

TEMPORARY SHELTERS

No temporary construction of the following types will be permitted in the pit area; tents, unless flame resistant and have been tested within one (1) year and proof of testing is supplied to fire officials or fire marshal; make-shift wooden enclosures are not allowed. Any and all shelters are subject to approval by an BRO-MX official.

ANIMALS

No aggressive animals will be allowed at the race site. All animals MUST be on a leash.



PROTESTS

1. All formal protests must be made in writing, by a driver in the competition at the event, from the class in question, on a formal protest form accompanied by a \$250 cash protest fee per specific item.
2. Protests, grievances, etc. must be submitted within thirty (30) minutes after affected class has been completed. No protests, grievances, etc., will be accepted more than thirty (30) minutes after the completion of the affected class.
3. When the official protest is made with the fee, teardown will not be complete until protest is satisfied or proven unwarranted. If the protest is valid, the fee will be returned to the protester. If a protest against another driver is made and found invalid, the fee will be given to the protested machine owner for the inconvenience. This is to be accomplished before the machines are released from teardown.
4. Protests in the case of driving infractions during an event need to BE written on the appropriate "challenge form" which are available at the Tech Trailer. The BRO-MX team will look over any such alleged infractions and decide whether or not to change a call. This type of procedure is implemented so that the Race Director can continue watching racing. There will be no discussion with the Race Director during racing as this will distract them from the racing in progress. BRO-MX will not tolerate verbal abuse or accosting of a Race Official.
5. A protest must be valid in the eyes of the Race Director, or he has the option not to accept it for action.
6. No protests will be accepted that refers to a Race Directors or Technical Directors judgment or decision.
7. It shall not be possible to protest or appeal technical inspection equipment, scoring or timing equipment.

ENFORCEMENT, DISCIPLINE AND VIOLATIONS - EJECTION FROM RACE SITE

The Race Director has the right to eject any person(s) from the pit, paddock (staging area) or race track area.

CONDUCT OF PARTICIPANT (OFFICIALS, DRIVERS, CREWS, ETC.)

1. Vulgarity, derogatory or offensive language could result in disciplinary action, ejection from race site and be subject to fines and penalties.
2. Any participant that threatens bodily harm or assaults any official, Driver, crew, etc., may be subject to disciplinary action, ejection from the race site and be subject to fines and penalties.



QUALIFYING HEATS

In the framework of the present Championship, qualifying Heats will be referred to using the term «Qualifying».

There will be four Qualifyings with maximum 6 SXS starting abreast in each race over 6 laps.

1st Qualifying (Q1): Starting positions in the races will be determined by a draw that will be carried out in the presence of at least one steward. If two or more Drivers retire in the first lap of Q1, they shall be classified in relation to each other according to the distance they actually covered.

2nd Qualifying (Q2): Race starters determined according to the classification of the Q1.

3rd Qualifying (Q3): Race starters determined according to the classification of the Q2.

The starting grid of each race should be organised on the same basis: each race with a least 4 SxS.

The first races, which will be for the slowest (or, in the 1st Heat, the Drivers drawn in those races) Drivers will be the one with the lowest number of cars.

In the Q1, Drivers will start in the race allocated in the draw. From the Q2, the starting grid will be determined as above, but using the result of the previous Qualifying instead of the drawn positions. Race orders for each Qualifying:

Q1: As per the initial draw.

Q2: Based on results of Q1

Q3: Inverted based on results of Q2



All the Qualifying points will be distributed as follows:

1st place = 12 points, 2nd place = 9 points, 3rd place = 7 points, 4th place = 5 points, 5th place = 4 points, and 6th place 3 points.

Those Drivers who did not complete a Qualifying («DNF») will be credited with a total of points equal to the number of points that the last place Driver would be given, less one point, supposing that all the starters in the Competition were classified. Those Drivers who did not start the Qualifying («DNS») and those Drivers who were disqualified («DSQ») from the Qualifying will not be credited with any points.

If a race is restarted, a Driver who started in the first or subsequent starts, but was not able to start in the race that was completed, will be shown as «DNF» instead of «DNS» and will be credited with the appropriate number of points.

Known non-starters will be omitted from the published grid sheet. After the first race in a Qualifying has started, a non-starter in a later race will only be replaced if his absence means that the race has fewer than three starters.

After the Qualifyings, there will be an intermediate classification according to each Driver's total points scored in the four Qualifyings. In the event of tied positions in the intermediate classification, precedence will be given to the Driver who has the greater number of first places, then second places, then third places, etc., achieved in all the Qualifyings. In the event of further tie, precedence will be given to the Driver who has the best finish in Q3, then Q2, etc.



Championship points will be awarded to the top 18 Drivers in the qualifying classification, according to the following scale:

1st 18 points

2nd 17 points

3rd 16 points

4th 15 points

5th 14 points

6th 13 points

and so on down to 18th 1 point.

Semi-Finals and Final

The 18 top-scoring Drivers in the qualifying classification will qualify for the Semi-Finals. The winner, second, and third-placed Drivers in each Semi-Final will qualify for the Final. The Semi-Finals will only be run if after the completion of the first two qualifyings, there are at least 10 (ten) cars able to participate (a minimum of 5 cars per Semi-Final); if the Semi-Finals are not run, the 9 top-scoring Drivers in the intermediate classification will progress directly to the Final.

There will be nine starters, arranged 3-3-3 in three rows in each Semi-final. The Semi-finals will be run over eight laps. Drivers placed 1st, 3rd, 5th, 7th, 9th, 11th, 13th, 15th, and 17th in the qualifying classification will take part in Semi-final 1. Drivers placed 2nd, 4th, 6th, 8th, 10th, 12th, 14th, 16th, 18th in the qualifying classification will take part in Semi-final 2.

Driver's grid positions for each Semi-Final will be determined by their position in the qualifying classification.

In the Semi-Finals points will be awarded as follows:

1st 10 points

2nd 8 points

3rd 7 points

4th 6 points

5th 5 points

6th 4 points

7th 3 points

8th 2 points

9th 1 point



If a Driver is unable to take his place in a Semi-Final (i.e. his car is unable to be driven under its own power to the starting grid), he will be substituted by the next qualifier (the highest placed Driver in the qualifying classification not already in the Semi-Finals). Any such substitute(s) will take the last place(s) on the grid with those ahead of them moving up to fill the place left by the non-starter(s). There will be nine starters, arranged 3-3-3 in three rows in the Final.

The Final will be run over ten laps.

The Semi-Final winner with the highest number of points in the Competition will start on the 'pole' side of the grid, followed by the other Semi-Final winner. The same procedure will be used between the two second-placed Drivers, two third-placed Drivers and two fourth place drivers. The 5th place finisher in both semi finals will battle head-to-head in a two lap sprint for the last spot in the final.

If a Driver is unable to take his place in the Final (i.e. his/her SXS is unable to be driven under its own power to the starting grid), he/she will be substituted by the next qualifier (the other 5th placed Semifinalist with the highest points score in the Competition who is not already in the Final). Any such substitute(s) will take the last place(s) on the grid with those ahead of them moving up to fill the place left by the non-starter(s). Should neither of the fifth placed Semifinalists be able to start, the 6th placed Semi-finalists, and then the seventh-placed, will be considered as above.

In the Final points will be awarded as follows:

- 1st 12 points
- 2nd 9 points
- 3rd 7 points
- 4th 6 points
- 5th 5 points
- 6th 4 points
- 7th 3 points
- 8th 2 points
- 9th 1 point

The total points scored by each Driver in the Competition (intermediate classification, Semi-Final and Final) are added to the Championship score for that Driver. Should more than one Driver have scored the same number of points in the Championship, precedence will be given to the Driver with the greatest number of 1st, then 2nd, then 3rd (and so on) places obtained in the Finals, or if the Drivers are still level, during the Semi-Finals, or the intermediate classifications.



The winner of the Final will be the winner of the Competition. Positions 1 to 9 in the final classification will be according to the result of the Final. The remaining Drivers will be classified according to points scored in the Competition.

The maximum amount of points that can be earned in an event are as follows ($18+10+12 = 40$ points).

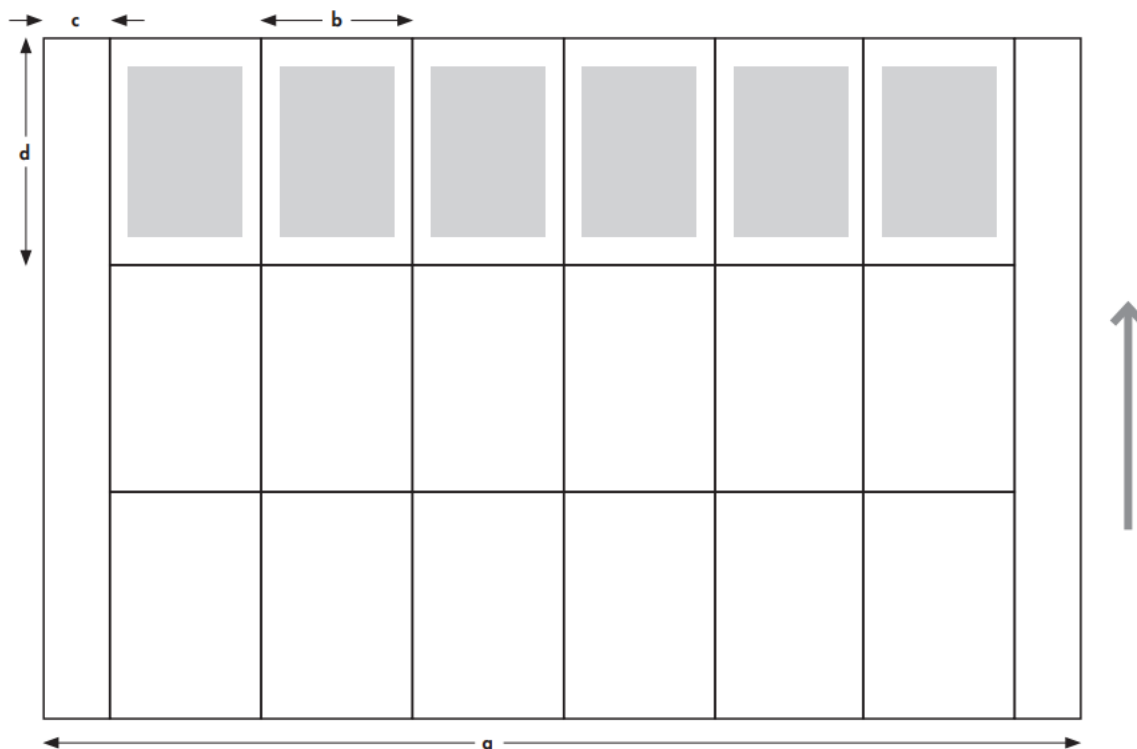
A Driver who is disqualified from a Semi-Final or Final for whatever reason will receive no points for that Semi-Final or Final. The stewards may decide to impose a further penalty, i.e. loss of Championship points, if they consider the severity of the offence warrants it.



DRAWING NO. 1 – QUALIFYINGS

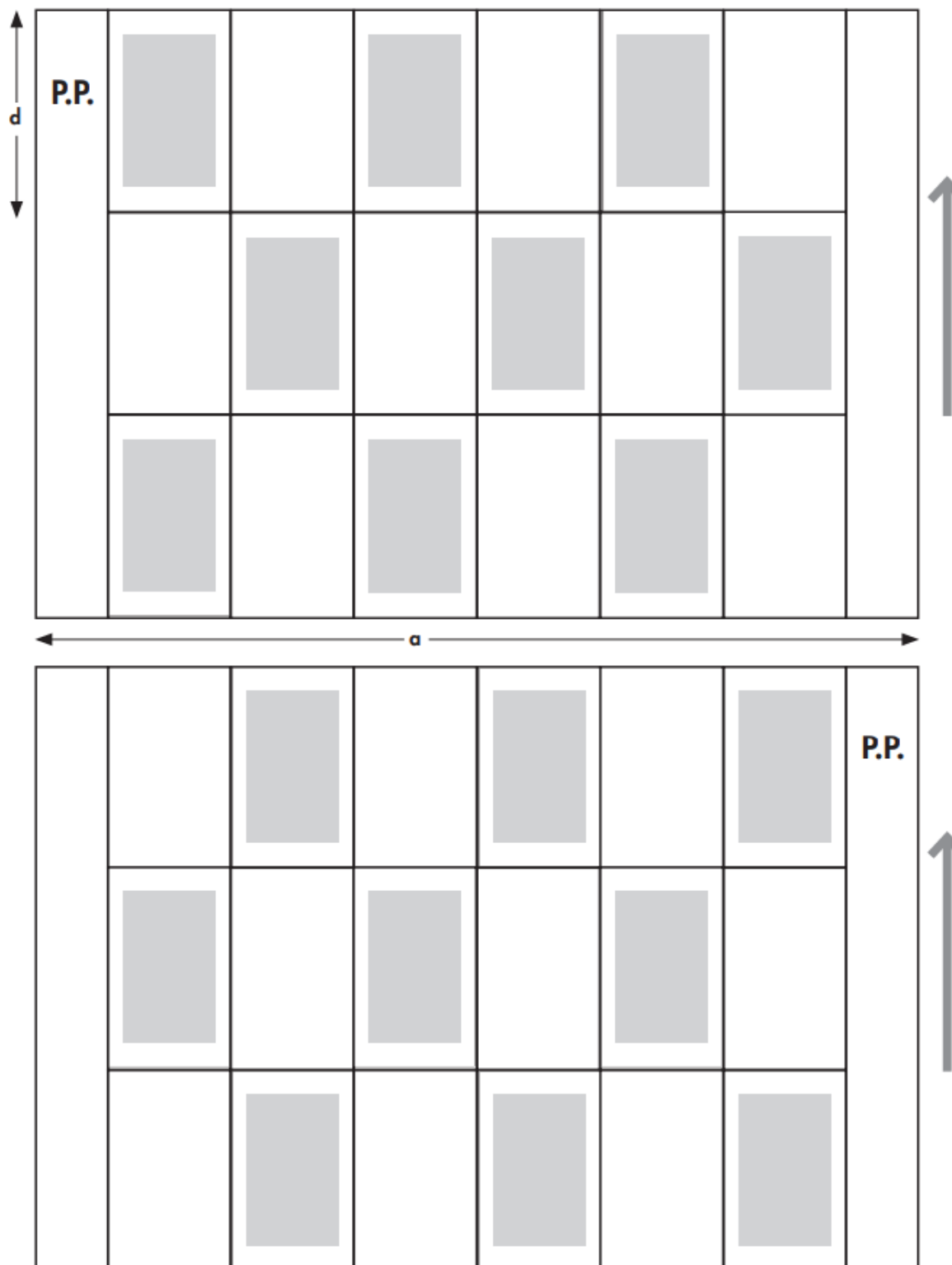
- a: Minimum 43.5ft (minimum width of grid)
- b: Minimum 7.5ft (width of grid space per SXS)
- c: Minimum 3ft (minimum space to edge of track)
- d: 18m (length of grid space per SXS)

The side of the pole-position is determined during the homologation of the circuit and declared in the Supplementary Regulations of the Competition in question





DRAWING No. 2 – SEMI-FINALS & FINALS





POINT SYSTEM

1. For the Driver Championship, the points stay with the Driver.
2. BRO-MX reserves the right to ask any Driver to move up to the next highest class if necessary.
3. No points will be awarded in an LCQ.
4. All events count towards the season championship in their respective series unless stated otherwise.
5. The finish order of an event will be based on the number of laps completed by a Driver.
6. It is the responsibility of the driver to verify they have received the correct points for a race. Drivers will have ten business days from the posting of points on the website to file a written protest to BRO-MX regarding the driver's concern. After ten business days, points will be reviewed at BRO-MX's discretion.

TIE BREAKERS & END OF SEASON POINTS STANDINGS

- 1st Result of the last event run in series counts the most.
- 2nd Next to the last round back to earlier rounds of series.
- 3rd Number of drivers faced in entire series.
- 4th Number of drivers faced in last round back to first round.
- 5th Coin toss.

AUTOGRAPH SESSIONS

Open class autograph signing is mandatory.



DRIVER PAYOUT

Payout is based on the number of driver entries and the added purse money at each event. Payout will generally be for Pro & Open class. \$1,000 guaranteed to the winner of the Pro final at each round.

1. Added purse money will be in the Pro class.
2. BRO-MX reserves the right to modify payout schedule for any event.
3. Any Driver with over \$600 in winnings at the end of the calendar year will be issued a 1099 tax form for the following year for tax purposes.
4. It is the Driver's responsibility to know what manufacturers and other sponsors contingency program requirements are and to follow up on all necessary procedures to collect on these programs.
5. Trophies may be available at all BRO-MX events. The location where you can pick up your trophy will be announced at the Drivers meeting.

CODE OF CONDUCT

Every Entrant or other member of BRO-MX is expected to conduct themselves in a professional and sportsmanlike manner. Persons whose appearance, associations or affiliations at or away from an event are deemed inappropriate or who exhibit conduct which is offensive, abrasive, in bad taste, or otherwise inappropriate or who have been convicted of criminal activity may be denied membership or may have their existing membership and/or license suspended or revoked by BRO-MX. Such conduct may also be or be considered a violation of this CODE and may result in the imposition of other penalties.

BRO-MX members may be required to take part in certain fan and media activities as directed by the officials. Such activities include, but are not limited to: Autograph sessions, television interviews, fan forums, tech talks, pit or paddock "open houses" etc. Failure or refusal to participate as directed, once scheduled and notified either in person or through the event schedule, supplementary regulations or otherwise, may result in the imposition of penalties. Arriving late, missing the event or departing early, without permission from the officials is a breach of this regulation. Except during periods of extreme inclement weather, or when permission of the officials is obtained, competitors may not enclose their paddock setups such that it obscures the view of fans of the majority of the activities including, at least, the preparation of the SXS. Teams & Drivers are encouraged to be fan friendly.

Failure to obey the direction of an BRO-MX official, as such pertain to the procedures and rules that govern the organization and administration of any BRO-MX event will be considered a breach of the CODE.

Any Entrant or member that publicly criticizes BRO-MX or its officials may be considered to be acting in an unsportsmanlike manner prejudicial or detrimental to BRO-MX and the best interests of the sport.



RESPONSIBILITY

Entrants are responsible for the conduct of their Drivers and crews during a competition. An offense by a Team member will be charged to the Entrant.

DRUGS AND ALCOHOL

For the purposes of this code, “Illegal Substances” include any substance which may not be legally prescribed, either by Federal or State statute, which when taken or ingested may or may-not have a performance enhancing or mood or state of mind-altering effect. For the purposes of this code, “Controlled Substances” include any substance which may be legally prescribed, either by Federal or State Statute, which when ingested or taken may have a performance enhancing or mood or state of mind-altering effect. It is forbidden for any participant or BRO-MX Member to illegally use, possess, acquire or distribute any Controlled or Illegal Substance, at any time. Conviction or a finding of guilt in any criminal proceeding involving the illegal use of Illegal Substances or Controlled Substances may subject the participant / BRO-MX Member to sanctions under this Code.

Nothing contained herein shall be construed as to discourage the proper use of medically necessary prescribed or over the counter medications. However, participants must adhere to section 5.4 of the Code. It is forbidden for any participant or BRO-MX member to illegally possess, acquire or distribute any prescription or over-the-counter medication. Further, it is forbidden to misuse any prescription or over-the-counter medication in a manner not consistent with the prescription or instructions provided by the manufacturer and/or prescriber or pharmacist.

It is forbidden for any participant to consume any alcoholic beverage in a manner which may affect his/her behavior during practice, qualifying or the racing portions of an BRO-MX Event. BRO-MX’s standard for being “under the influence” is that any person who is deemed to be acting abnormally or is impaired, at the sole discretion of BRO-MX, and/or who subsequently is shown to have alcohol in their system, as tested by any recognized test method at BRO-MX’s sole discretion, shall be deemed in violation of this Code.

Further, while it is not a violation of this Code for any participant or BRO-MX Member to consume alcoholic beverages, in accordance with law and regulations, at an event site, it is a violation for any member to act in an unsafe manner anywhere at an BRO-MX Event as a result of any impairment. It is a violation of this Code to supply alcoholic beverages at an Event site in violation of law or regulations, or in a manner to cause a violation of this Code.

BRO-MX may require participants/ BRO-MX Members to participate in systematic testing for drugs and/or alcohol. BRO-MX may require any participant or BRO-MX Member to undergo testing for Illegal Substances, use of Controlled Substances, prescription or over-the counter medication, or alcohol in violation of this Code. Such testing may be done for suspicion of violation of this Code, either through reports from a reasonable source, or by observation of signs, symptoms or behaviors or may be done randomly. Further, testing may be done after any incident on or off track. Testing may be required either at an Event or away from an Event.



Refusal to promptly authorize and submit to such testing is a violation of this Code. Refusal to permit release of the results of any tests by any testing facility or person conducting such test, to BRO-MX, is a violation of this Code. Any testing done “for cause” or “reasonable suspicion” shall be done at the participant or BRO-MX Member’s expense.

Testing shall be done at a facility of BRO-MX’s choosing. The results of such testing are not subject to protest or appeal. BRO-MX may publish the results of such testing at its discretion. A person or entity referred to in such notice shall have no right to act against BRO-MX or the person publishing the notice.

Where testing is not available, but where BRO-MX suspects impairment, for any reason, BRO-MX may remove the participant or BRO-MX Member from the facility or take such other action as may be deemed appropriate. Any participant or BRO-MX member who is found in violation of any part of this section may be required to undergo testing or re-testing prior to any further participation in any BRO-MX sanctioned event or reinstatement of any BRO-MX membership or privileges.

BRO-MX does not provide rehabilitation services. Nor does this Code provide for periods of rehabilitation, with respect to this section of the Code. However, nothing contained herein is intended to dissuade anyone from seeking treatment or help for drug or alcohol problems, and BRO-MX strongly encourages participants or members in need to seek such treatment or help.



Rules for SXS in Open Class

Open class is meant for experienced drivers in race machines. 1000cc limit. Turbo's & Superchargers are allowed. Aftermarket shocks, suspension, control arms, bumpers, nerf bars, exhausts, skid plates, and ecu's are allowed. Tires and wheels can be replaced. Power steering is allowed. Aftermarket power steering racks are allowed. You can relocate the cooling fan and radiator. Roll cage upgrades are allowed.

You can race with or without a passenger. Passengers must be age 16 or over and must fit safely into their seat belt (minimum 4-point harness) and sign a waiver. Must have side numbers for scoring. Polaris RS1 is the only single seater allowed, all other models must be SXS, though the passenger seat can be removed.

Models such as Polaris RZR XP, Kawasaki KRX 1000, Can-Am X3, Honda Talon, Yamaha YXZ 1000, are just some examples of legal models. If you have any questions feel free to contact us.

Rules for SXS in Intermediate Class

Intermediate class is meant for newer drivers in race machines. 1000cc limit. Turbo's & Superchargers are allowed. Aftermarket shocks, suspension, control arms, bumpers, nerf bars, exhausts, skid plates, and ecu's are allowed. Tires and wheels can be replaced. Power steering is allowed. Aftermarket power steering racks are allowed. You can relocate the cooling fan and radiator. Roll cage upgrades are allowed.

You can race with or without a passenger. Passengers must be age 16 or over and must fit safely into their seat belt (minimum 4-point harness) and sign a waiver. Must have side numbers for scoring. Polaris RS1 is the only single seater allowed, all other models must be SXS, though the passenger seat can be removed.

Models such as Polaris RZR XP, Kawasaki KRX 1000, Can-Am X3, Honda Talon, Yamaha YXZ 1000, are just some examples of legal models. If you have any questions feel free to contact us.



Rules for SXS in Trail 1000 Turbo Class

Trail 1000 turbo class is meant for drivers with trail machines. 1000cc limit. Turbo's & Superchargers are allowed but not mandatory. Aftermarket shocks, suspension, control arms, bumpers, nerf bars, exhausts, skid plates, and ecu's are allowed. Tires and wheels can be replaced. Power steering is allowed. Aftermarket power steering racks are allowed. You can relocate the cooling fan and radiator. Roll cage upgrades are allowed.

Key differences in this class is that you can not shorten your shocks or limit suspension travel. You must have a minimum ride height within 1 inch of stock oem specs. Tires and wheels can be changed and larger, but can not be smaller than stock oem specs. This class is meant for drivers with trail machines that wanna compete on the track without having to change over their machine to be competitive.

You can race with or without a passenger. Passengers must be age 16 or over and must fit safely into their seat belt (minimum 3-point harness) and sign a waiver. Must have side numbers for scoring. Polaris RS1 is the only single seater allowed, all other models must be SXS, though the passenger seat can be removed.

Models such as Polaris RZR XP, Kawasaki KRX 1000, Can-Am X3, Honda Talon, Yamaha YXZ 1000, are just some examples of legal models. If you have any questions feel free to contact us.



Rules for SXS in Trail 1000 Non-Turbo Class

Trail 1000 turbo class is meant for drivers with trail machines. 1000cc limit. Turbo's & Superchargers are NOT allowed. Aftermarket shocks, suspension, control arms, bumpers, nerf bars, exhausts, skid plates, and ecu's are allowed. Tires and wheels can be replaced. Power steering is allowed. Aftermarket power steering racks are allowed. You can relocate the cooling fan and radiator. Roll cage upgrades are allowed.

Key differences in this class is that you can NOT shorten your shocks or limit suspension travel. You must have a minimum ride height within 1 inch of stock oem specs. Tires and wheels can be changed and larger, but can not be smaller than stock oem specs. This class is meant for drivers with trail machines that wanna compete on the track without having to change over their machine to be competitive.

You can race with or without a passenger. Passengers must be age 16 or over and must fit safely into their seat belt (minimum 3-point harness) and sign a waiver. Must have side numbers for scoring. Polaris RS1 is the only single seater allowed, all other models must be SXS, though the passenger seat can be removed.

Models such as Polaris RZR XP, Kawasaki KRX 1000, Can-Am X3, Honda Talon, Yamaha YXZ 1000, are just some examples of legal models. If you have any questions feel free to contact us.



Rules for SXS in Trail 900 Class

Trail 900 turbo class is meant for drivers with trail machines. 900cc limit. Turbo's & Superchargers are allowed. Aftermarket shocks, suspension, control arms, bumpers, nerf bars, exhausts, skid plates, and ecu's are allowed. Tires and wheels can be replaced. Power steering is allowed. Aftermarket power steering racks are allowed. You can relocate the cooling fan and radiator. Roll cage upgrades are allowed.

Key differences in this class is that you can NOT shorten your shocks or limit suspension travel. You must have a minimum ride height within 1 inch of stock oem specs. Tires and wheels can be changed and larger, but can not be smaller than stock oem specs. This class is meant for drivers with trail machines that wanna compete on the track without having to change over their machine to be competitive.

You can race with or without a passenger. Passengers must be age 16 or over and must fit safely into their seat belt (minimum 3-point harness) and sign a waiver. Must have side numbers for scoring. Polaris RS1 is the only single seater allowed, all other models must be SXS, though the passenger seat can be removed.

Models such as Polaris RZR 900, Kawasaki Teryx 800, Can-Am Maverick Sport or Trail, Yamaha Wolverine 850, Arctic Cat Wildcat 900 are just some examples of legal models. If you have any questions feel free to contact us.



Rules for SXS in Youth 170 Class

Youth 170 class is meant for drivers with a SXS up to 170cc limit ages 8-15. Turbo's & Superchargers are NOT allowed. Aftermarket shocks, suspension, control arms, bumpers, nerf bars, exhausts, skid plates, and ecu's are allowed. Tires and wheels can be replaced. Power steering is allowed. Aftermarket power steering racks are allowed. You can relocate the cooling fan and radiator. Roll cage upgrades are allowed.

No Passengers! Must have side numbers for scoring.

Models such as Polaris RZR 170, is an example of a legal model. If you have any questions feel free to contact us.