



The AIA Board has received excellent input on the [proposed amendment to the winter vehicle regulations](#) - Thank You!

**The proposed regulations are undergoing further changes to address the unintended exclusion of ATVs and OHVs that are currently in use and comply with the existing regulations.**

Historically, off-highway vehicles (OHVs) had a "1000cc barrier" that was a major glass ceiling for years. Most ATVs and UTVs hovered right around 999cc to stay within certain regulatory classifications.

However, several 2026 models of a new class of "Extreme Duty" or "Hyper-Sport" OHV models officially toppled the traditional 1000cc cap by using automotive-style engines. Some of these newer models have begun to blur the line between a UTV and a street-legal buggy/vehicle. And because of their designs, they raise safety concerns because of the speeds they can attain on tracks which can be in excess of 50 mph.

Some high-performance OHV engines designed for speed now exceed 240 hp in output. Yet, a couple still manage to stay at 999cc to meet racing and legal regulations.

A new and extreme example of one new model in the "Hyper-Sport" category is the Segway Super Villain. It has a massive engine displacement that rivals cars. It has a 2000cc (turbocharged) engine displacement. This beast can produce up to 330 hp, far exceeding the typical 1000cc class, and is capable of extreme high speeds on tracks, if so equipped.

Other custom/boutique builds (e.g., Ariel Nomad) are technically "off-road cars" rather than traditional ATVs. The Ariel Nomad use automotive engines with a displacement of 2354cc. These vehicles blur the line between a UTV and a street-legal buggy/car.

Until recently, most OHV manufacturers stopped at 999cc for two reasons:

1) Weight-to-Power Ratio:

Once you go over 1000cc, the engine and transmission components get much heavier, which can hurt agility on tight trails.

2) Legal Classification:

In many regions, vehicles over 1000cc are subject to different emissions standards and trail restrictions.

In summary, the horsepower ceiling for OHVs has essentially been shattered by some of the new 2026 models. While most utility models stay under 100 HP to remain manageable, the "Sport" and "Hyper-Sport" UTV categories are now dominated by machines that produce triple-digit power and are capable of extreme speeds.

The urgency to update the current regulations is driven in part to timely educate AIA owners that some of these newer OHV models pose a safety risk and do not meet the original intentions of the existing regulations. While many newer models would not meet the existing weight limitations, it is the desire of the Board to no longer use weight or width as a poor surrogates for constraining vehicles capable of high speeds.

**REMINDER:**

***Owners are encouraged to continue emailing all comments to the AIA Board by February 24th!***

  [AIAOwner1@gmail.com](mailto:AIAOwner1@gmail.com)