CHAMPIONSHIP OFF-ROAD RACING

Official Rule Book

Version 6.2 – 2026

CONTACT INFORMATION

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The following rules and regulations are solely applicable to Championship Off-Road Racing, dba CORR (referred to as “CORR” hereinafter).

This is the sole official and up-to-date rulebook as available from https://corracing.com/. No printed rule book will be considered official.

CORR reserves the right to change or amend this rulebook at any time.

This rule book is intended as a guide to the rules and regulations of the CORR racing series and is in no way a guarantee against injury or death to participants, spectators, volunteers, or employees. Please direct any questions to the CORR staff at tech@corracing.com or on our website at https://corracing.com/

By participating in any CORR event, all entrants, participants, competitors, crew members, or sponsors acknowledge the inherent risk of serious injury, dismemberment, or death that may arise from racing. Participants assume this risk voluntarily and solely. No entrant, participant, competitor, crew member, or sponsor shall have any claim for damages, expenses, lawsuit, or otherwise against the owners, promoters, track builders, race operators, CORR Officials, agents, or directors arising from damage to any vehicle, personal injury, or death, or monetary loss of any kind whatsoever.

All entrants, participants, competitors, crew members, or sponsors who voluntarily participate in any racing activity conducted under these rules waive any claim they may have against the owners, promoters, track builders, race operators, vendors, employees, contractors or volunteers.

Media Rights: By entering any CORR event, each entrant, participant, competitor, crew member, and sponsor agrees to the CORR Media Rights Terms & Conditions, published at https://corracing.com/media-terms-and-conditions/, which govern all photography, video, audio, streaming, onboard and team camera footage, and other content captured at CORR events. Participants and teams are welcome to capture and share content from CORR events as permitted by those Terms. Each entrant, participant, competitor, and crew member also grants CORR, its affiliates, successors, assigns, sponsors, and broadcast and media partners the perpetual, worldwide, royalty-free right to use their name, likeness, image, voice, biographical information, race number, and vehicle, as captured at or provided in connection with any CORR event, in any media now known or later developed, to report on, broadcast, and promote CORR and its events, without further notice or compensation. CORR's sponsors and partners may not use a participant's name or likeness to state or imply that the participant personally endorses their products or services without that participant's consent. CORR owns all timing, scoring, and results data from CORR events. If this rule book and the Media Rights Terms conflict on any media matter, the Media Rights Terms control.

In case of any disagreement or dispute regarding the meaning or application of the CORR rules, the interpretation, clarification, or application provided by the CORR racing Officials will be considered final. However, CORR reserves the right to review an interpretation, clarification, or application of the rules if deemed necessary by the CORR racing official, notwithstanding any other provision in the CORR rule book.

Force Majeure: CORR is not responsible for any delays, postponements, or cancellations of all or part of an event due to any reason, including inclement weather, acts of God, terrorism, or unsafe course conditions.

TECH BULLETINS

Rock screens

CORR recognizes that sourcing and installing rock screens may take time. CORR will work with competitors who cannot have rock screens installed by the first event of the season; competitors with questions are encouraged to contact CORR Tech in advance.

Rock screens are required by the January 2027 Las Vegas event.

Rule Changes - As of 9/23/2026

- Black Flag – Review the updated description of where a black-flagged racer must report for information or a penalty, including the required track exit and reporting location.
- Full-Course Caution – Review the updated yellow flag description.
- Race Starts – "Go Zone" rule change for race starts; see the rolling starts section for details.
- Protests – Review the protest process, including who accepts protests and where.
- 170 Limited / 200 Limited – Transmission gearing change regarding High and Reverse.
- 570 Modified – See Age Requirements.
- Youth NA – See Age Requirements.
- Sportsman SXS – NA weight changed to match other classes.
- Pro NA – See the Honda section.
- Pro SXS – See the added Yamaha restrictions.
- Pro Spec – New class added as Class 17; Pro 2 is now Class 18.
- All Classes – New cage diagrams for cage sizes and configurations (see Figures 1 and 2).
- All Classes – New SFI requirements for window nets.
- All Classes – Seat belt rule; see expiration date requirements.
- Fuel Supplier – America's Energy Inc. (AEI) named Official and Preferred Fuel Supplier of the CORR series.

Rule Changes - As of 11/2/2026

- Definitions and Glossary of Terms – Review the updated definitions, including "Commercially Available."
- Inspection – A USAC driver license or USAC non-driver license is now required.
- Practice – No race vehicle or driver may enter the course without first clearing safety inspection and receiving an inspection sticker.
- Staging Procedure – A USAC driver license or USAC non-driver license is now required.
- Substitute Driver – Review the updated requirements, including USAC licensing.
- Protests – Review the updated protest process and fees.
- Safety Equipment – Junior helmets SFI 24.1; SFI-rated shoes and gloves; newer quick-release, aircraft-quality buckles are allowed.
- Fire Suit – Review the updated single-layer and multi-layer requirements, including Nomex undergarments.

- Measurements and Weights – Review the updated requirements for properly secured and labeled ballast.
- Fuel Requirements – VP MS98L is required for Pro Buggy, Pro Lite, Pro Spec, and Pro 2.
- Fuel System (Classes 5, 6, 7, 8, 10, 11) – Review the updated description.
- Fuel Rail (Classes 5, 6, 7, 8, 10, 11) – An aftermarket fuel rail is allowed if it serves only to supply fuel to the injectors.
- Intake System (Classes 5, 6, 7, 8, 10, 11) – Review the updated description.
- Class 9 Pro-Am Modified – Review the updated induction rule for OEM turbos.
- Pro Classes – Review the updated Class Intent, rules, and weights for Pro Buggy, Pro Lite, Pro Spec, and Pro 2.

GENERAL RULES AND RESPONSIBILITIES

1. By submitting an entry and/or participating in any activity related to CORR events, a participant agrees they have fully read, understand, and will abide by all rules set forth in the CORR rules and its amendments. All decisions made by CORR Officials are final, non-appealable, and non-litigable. Participants voluntarily assume the risk of damage to the race vehicle, bodily harm to the driver, co-driver, the crew, or any other person and have no claim for said damage or bodily harm against CORR, track owners, officials, agents, or employees of CORR. Neither CORR nor the track owner will be responsible for the adequacy of a race vehicle, equipment, or racing activity. Participants assume full responsibility for all injuries sustained, including death, dismemberment, and property damage, anytime they are in the racing areas, or to or from the racing areas.
2. CORR or the track owner retains the right to deny entry to any applicant, team, competitor, entrant, participant, or any other person to any event for any reason. No participant or spectator is allowed to enter the racing areas, including the pit area, unless they have personally signed all required entry forms, waivers, and release of liability forms applicable to the event.
3. Any participant or team member who engages in activities that CORR deems harmful to any race vehicle or facility, including posting or commenting on social media platforms, may face disqualification, loss of event finishing position, championship points, and/or suspension. Additionally, no participant or team member is allowed to behave unprofessionally towards any CORR official at any time. Any discussions or communications with CORR during a race weekend will be held at a specific time and location. Discussing an infraction or disqualification during a live track or race is not permitted.
4. Firearms are strictly prohibited at all CORR events. Any individual involved in a personal altercation resulting in physical contact, or who makes threats or implied threats—verbal or physical—especially those involving weapons, will be subject to disciplinary action. This policy applies to all persons on event grounds, including but not limited to participants, team members, crew, family, guests, and spectators. Consequences may include removal from the premises, denial of entry for the remainder of the event, permanent expulsion from CORR, and, depending on the severity of the misconduct, notification of local law enforcement.
5. Play riding is strictly prohibited at all CORR events. This includes any motorized vehicle not intended for public roadways, such as pit bikes, e-bikes, scooters, golf carts, and other battery-powered or combustion engine recreational devices. Drivers are permitted to operate their race vehicles solely for the purpose of traveling to and from the pits and the designated racecourse. Additionally, only licensed drivers may operate vehicles designed for public roadways on event property. Individuals with a driver's permit must be accompanied by a licensed driver who is at least 18 years old, in

accordance with state law. Unlicensed individuals are not permitted to operate any personal vehicle on event grounds. Violations of this policy may result in fines, disqualification, removal from the event premises, or other applicable penalties.

6. Campfires may not be permitted due to local, federal, and state regulations. Open pits, smudge pots, and wood fires are prohibited. At locations where fires are allowed, fire pits may only be fueled by propane.
7. It is the entrant's responsibility to follow all applicable laws, regulations, or park/facility policies.
8. All entrants are responsible for the cleanliness of their camping area and pits.
9. All **HAZARDOUS MATERIALS,** including used fuel cans/drums, shall be disposed of correctly per state and federal regulations. All hazardous materials are to be removed by the entrants. CORR and the facilities that host our events are not responsible for hazardous material removal or disposal. PACK IT IN, PACK IT OUT. Any entrant or competitor found to have disposed of, or left behind, hazardous material—including but not limited to empty fuel cans—may be subject to disciplinary action. Penalties may include, but are not limited to: disqualification, probation, suspension, fines, position forfeiture, points deduction, or expulsion from competition.
10. Participants, including drivers, co-drivers, and crew members, are prohibited from using or being under the influence of alcohol, drugs, or any other controlled substance while competing in a CORR race. CORR reserves the right to take disciplinary action, which may include immediate ejection from an event, a fine, suspension, and/or a denial of further entry to any CORR events. The decision to take disciplinary action is at the sole discretion of CORR.
11. If a CORR Official determines that a driver has engaged in deliberate and intentional acts of aggression with their vehicle towards another vehicle, CORR Officials, track personnel, or the public during an event, the driver in question may, at CORR's discretion, be placed on indefinite probation and could face disqualification from that event. If a driver is found to be involved in a subsequent offense of premeditated acts of aggression with their vehicle, their case will be reviewed by CORR, potentially resulting in more severe penalties, including suspension, permanent suspension, or expulsion from the series. Any driver who uses their vehicle to cause bodily harm or other significant damage to property may be immediately disqualified and removed from the event premises for the remainder of the event. Additionally, they may face further penalties, fines, and potential involvement of local authorities in accordance with the law.

AGE REQUIREMENTS

1. Competitors (including co-drivers, if applicable) are required to be a minimum of 18 years of age at the time of the event. Competitors under the age of 18 may only participate if accompanied by a legal parent or guardian.
2. Any competitors under the age of 18 must submit a completed and notarized "Minor Release" form to CORR prior to any track entrance or racing activity. The form is available on the CORR website. **NOTE: Both parents are required, or proof of 100% legal custody.**
3. Competitors seeking to compete in a class outside of their designated age group must secure prior approval from CORR. This approval process **requires** submitting a competitor resume to CORR Registration (registration@corracing.com), detailing prior experience and any race results that showcase the requisite skill for the desired class. Once the submission has been completed, the approval is not official until the submitter has received written approval from CORR officials.
4. Our primary concern is ensuring the long-term success of every driver, and as such we want to make certain that any minor intending to participate is adequately prepared for the challenges of competitive racing and the safety of all competitors.

DEFINITIONS AND GLOSSARY OF TERMS

The definitions below apply throughout this rule book. Where a class-specific rule conflicts with a definition in this section, the class-specific rule governs for that class.

Aftermarket: A part not produced or supplied by the vehicle manufacturer for the vehicle in question. Aftermarket parts are permitted only where a rule expressly allows them.

Automatic Disqualification: Loss of all results and points for the event in which the violation is found, without the need for a protest. Officials may impose additional penalties under the Penalties for Violations section.

Blocking: Making more than one defensive move to discourage another driver from passing, actively adjusting the driving line based on the actions and/or positioning of a pursuing driver.

Blueprinting: Machining or reassembling an engine or component to tighter-than-production tolerances to gain performance. Prohibited in all classes requiring OEM stock engines.

Bonus Points: Additional points a competitor can earn. See CHAMPIONSHIP.

Boring: Enlarging a cylinder beyond its production dimension. Prohibited in all classes requiring OEM stock engines.

Check-In: The area typically near or at Registration where competitors who have already submitted and paid their entry fees check in with CORR personnel to get their Inspection Sheet and other materials related to the event.

Commercially Available: The term commercially available is defined as follows. (Also see OEM)

A. Readily available by the next round of competition from a commercial source. If the source cannot produce a component by the next round, the component will be deemed illegal and will be banned from use in competition until it is readily available.

B. Is moderately priced for the part in question. No top tier pricing setting it outside of market.

C. Is approved by CORR technical officials

D. Is available for purchase from vendors within the US – vendors must have enough stock to supply the entire field plus an additional 25% stock.

E. “Readily available” is defined as enough stock to supply the entire field plus an additional 25% of entries.

Cryo-Heating: Any cryogenic or heat-treatment process applied to an engine or component to alter its material properties. Prohibited in all classes requiring OEM stock engines.

DNS (Did Not Start): A competitor that has not started the race by crossing the starting line at the drop of the green flag.

DQ: Disqualification.

Drop Race: A drop consists of a competitor dropping an event finishing score. This includes paid and unpaid races. See CHAMPIONSHIP.

ECU (Engine Control Unit): The factory electronic module that controls engine fueling and ignition. Where a class requires an OEM ECU, the physical module must be the OEM unit for that make and model.

ECU Flashing: Reprogramming the software or calibration on an OEM ECU while retaining the OEM module. Permitted only where a class rule expressly allows it.

Event Weekend: Referred to as a Round of racing and includes one or more races across a weekend, typically starting on Friday and ending on Sunday.

Factory-Equipped: Fitted to the vehicle by the manufacturer as delivered from the production line. Used to describe what the vehicle came with, as distinct from OEM, which describes the part itself.

Forced Induction: Any system that raises intake pressure above atmospheric, including turbochargers and superchargers. Classes designated NA do not permit forced induction.

Go-Zone: A coned or otherwise marked area, indicating the section of the racecourse where the lead competitor (aka the pole position vehicle) is free to begin the race by accelerating aggressively.

Hot Pits: An area pre-arranged per track where competitors can safely pull off to have their pit crew perform minor and immediate fixes during their race.

Modification: Any change to a component's form, function, material, or calibration from its production condition. Repair or replacement with the identical OEM part is not a modification.

Naturally Aspirated (NA): An engine that draws intake air at atmospheric pressure, with no turbocharger, supercharger, or other forced-induction device.

Nitrous System: Any system that introduces nitrous oxide into the intake or combustion process. Prohibited in all classes unless a class rule expressly allows it.

OEM (Original Equipment Manufacturer): A part produced or supplied by the vehicle manufacturer for the make and model in question, in unmodified condition. Where a rule requires an OEM part, an identical OEM part carried across model years is acceptable. (See Commercially Available)

Piggyback Fuel Tuner: An auxiliary device that modifies signals to or from the OEM ECU without replacing it. Permitted only where a class rule expressly allows it.

Porting and Polishing: Reshaping or smoothing intake, exhaust, or cylinder-head passages to improve flow. Prohibited in all classes requiring OEM stock engines.

Pre-Approval: Written authorization from CORR officials obtained before an event. Verbal approval is not binding; when a rule is unclear, competitors must obtain pre-approval in writing.

Pre-Staging: An area outside of STAGING where competitors line up for approval to enter the STAGING area.

Production Based: Built on a standard manufacturer production model available to the public in the USA. In production-based classes, anything this rule book does not expressly permit is prohibited.

Race: A single race within a given event weekend. Typically, there are 2 races per class per "Event Weekend".

Race Entry Fee: The fee charged to register for a single race within a specific class for an event weekend.

Reckless Driving: When a driver, intentionally or unintentionally, is operating in an erratic, reckless, careless, negligent manner, or in the appearance of not being in control or putting others at unnecessary risk. Including deliberate ramming, blocking, or intentional contact with another competitor.

Registration: The area where competitors can register for one or more races, pay their associated entry fees, submit protest forms, or otherwise ask questions.

Replating: Re-coating a cylinder bore or other surface to restore or alter its dimension or finish. Prohibited in all classes requiring OEM stock engines.

Restrictor Plate: A plate of specified dimension installed in the intake tract to limit airflow, and therefore power, to a class-legal level. Must be an approved plate from a listed supplier.

Staging: A secured area where approved and authorized competitors are officially arranged or otherwise lined up, in preparation for their race, and is considered the track entrance.

Stock: In the condition delivered by the manufacturer for that make and model, with no modification. Used interchangeably with OEM in this rule book when describing a required condition.

Supercharger: A belt- or gear-driven forced-induction device. Permitted only where a class rule expressly allows it.

SxS (Side-by-Side): A production side-by-side utility or sport vehicle with seats positioned alongside one another, as distinct from a straddle-seat ATV.

Tech (Technical Inspection): Inspection of a vehicle by CORR technical officials for compliance with this rule book. Tech may occur before, during, or after an event.

Turbocharger: An exhaust-driven forced-induction device. Permitted only where a class rule expressly allows it.

Year, Make, and Model: The production identity of the vehicle as delivered. Components must be the OEM parts for that make and model; a part from a different model year is acceptable only where it is the identical OEM part.

FLAG DEFINITION

1. Green Flag (Start/Restart) - Indicates the start or restart of the race.
   If a full course caution occurs before the leading vehicle completes the first lap, a complete restart may be implemented, and competitors will line up in the initial starting order. However, when a race is halted after the first lap has been completed, competitors will line up based on their positions as they were running prior to the race being interrupted.
2. Yellow Flag - Caution, indicates a danger on the course, passing is not allowed.
   a. Local Caution: competitors shall immediately slow to a safe speed upon seeing a waving yellow flag.

i. When a caution flag is present, a “safe and prudent speed” means to significantly reduce your speed, typically to a very slow pace, and be prepared to stop completely as conditions may require or if track officials indicate a stop.
ii. A Safety Zone will be present during any local cautions, with a minimum of 50’ before the incident regardless of where the flag is waved.
iii. No passing under caution.
iv. Competitors are to follow the vehicle in front of them until that vehicle has resumed racing – no early acceleration or jumping ahead.

b. Extra care must be taken when track support personnel are in the area.
c. In the event of a full-course caution, a yellow solid (non-waving) flag will be displayed on track and at the Start/Finish line or throughout the racecourse. After a competitor has cleared the flag stand presenting a full course caution the competitor shall gradually reduce speed. Do not rapidly reduce speed as other competitors may be rapidly approaching flag stand still.
    i. A safety car may enter the track and begin to lead all competitors in a safe manner around the course.
    ii. All positions shall be maintained as is, and no passing is allowed until the race has been restarted by a Green Flag.

3. Blue Flag with diagonal yellow stripe - Will be displayed at the Start/Finish line to indicate to a driver that a faster or lead car is approaching. A driver that is shown the blue flag is responsible to maintain a consistent line and the faster driver must make every reasonable effort to facilitate a safe pass.
4. Red Flag - Race Stop, all competitors must stop in a safe manner immediately, regardless of their position on the track. Repairs, refueling, or service of any nature is not allowed during a red flag. Failure to obey the red flag shall result in disqualification. **Competitors will be restacked based on the scored position as of the last completed lap, and not their physical position.** The timing of the restart is at the discretion of CORR Officials.
5. Black Flag – Penalty flag, a driver who receives a black flag must immediately leave the track and penalties will be announced over spotter / race control frequency. A black flag penalty will be displayed at the finish line and spotters will be advised as to extent of penalties at the race director’s discretion.
6. White Flag - Last lap, the white flag signifies one lap to go and will be displayed at the finish line when the leader has started their last lap.
7. Checkered Flag - End of race, the checkered flag will be displayed at the finish line signifying the completion of the race. All competitors must exit the track at the designated area, and report to TECH as directed, if required by their class, and remain there until released by a CORR Official.

RACING COURSES

1. CORR racecourses are defined by a single, high-speed, short course design that may incorporate elements like motocross-style jumps, whoops, and large bowl turns. Each racing class will have a pre-established number of laps to complete at each track, and the determination of track position and finish will be based on either the accumulation of lap times or lap count. The racecourse will be clearly designated using methods such as tape, arrows, barriers, tires, K-rail, fencing, or a well-defined racecourse line. All races will be a live engine start.

TRACK REGULATIONS

1. While we aim to provide an excellent spectator experience, the racecourse is off-limits to individuals who are not competitors or authorized track support members. This includes spectators, crews, and photographers without proper credentials. For the safety of all involved, designated viewing areas have been established along the course, and these are the only authorized locations for spectators.
2. All posted speed limits within any area except the racecourse must be followed. If not posted, the maximum speed limit is 10 mph.
3. Spotters are required for all classes. Internal radio communication is permitted between the driver/co-driver within the same vehicle and their designated spotter or crew member. Spotters must remain in the designated “Spotters Den” near race control for the entire duration of the race or run while their driver is on course.
4. Driver-to-driver or car-to-car communication is strictly prohibited while multiple vehicles are on the racecourse simultaneously.
5. A pre-racecourse inspection may be authorized and made available when approved by CORR. Competitors will be permitted to walk the course; no motorized or electric vehicles, including electric bicycles, will be authorized on the track. If any safety concerns are found during a pre-race inspection, please notify a CORR Official. Any unauthorized track access may be subject to disqualification for a race day, a race weekend, or suspension from the season.
6. Marking, cutting, tampering, or otherwise changing the course in any manner is strictly prohibited. Course modifications or installation of markings may only be performed by authorized CORR Officials.
7. All competitors must stay on the designated racecourse. Any deviation from or cutting of the racecourse will result in a penalty. If a competitor leaves the racecourse at any time for any reason during a race, they shall re-enter the racecourse where they left. If a competitor deviates from this rule by bypassing the re-entry point and crosses the finish line, the competitor shall receive a DQ.
8. Drivers/co-drivers may be removed from competition, qualifying, practice, or testing at any time at the sole discretion of a CORR Official.
9. In the event of a vehicle becoming involved in an incident or becoming disabled on a live racecourse, the driver/co-driver must remain securely fastened in their seat with all safety equipment in place until the CORR track support personnel arrive on scene and deem the scene to be safe. If a driver/co-driver chooses to exit the vehicle, a penalty may be imposed at the discretion of CORR. If evacuation is necessary in cases of emergencies such as a fire, or when the driver's/co-driver’s safety is in jeopardy, the driver/co-driver must promptly exit the racecourse as soon as safely possible and stand by for assistance from CORR track support personnel.
10. During a vehicle recovery or roll-over operation on an active racecourse, the decision to exit the vehicle during the recovery or flipping process rests initially with the driver and/or co-driver. However, if safety concerns arise, the CORR Safety Team's directive to evacuate the vehicle will take precedence over the driver's or co-driver's discretion.
11. Competitors may refuse CORR staff assistance in towing or flipping a race vehicle if the vehicle is located safely off the racecourse and is not in the way to affect the current race. When the vehicle is in an upright position, and the driver refuses assistance, the driver/co-driver shall remain in the vehicle with all safety equipment on until the race is completed, or a CORR track support member safely removes them from the area.

12. If a racing vehicle needs to be towed, it is the driver's responsibility to make sure a tow hook or suitable location is in place and in working condition. During a tow or assistance, CORR staff are not responsible for any damage to the vehicle.
13. If a vehicle is towed off the racecourse, the race is considered finished and the vehicle may not return to the racecourse. Exemptions to this rule are only if towing is done at a short distance to dislodge from another vehicle or obstacle on the racecourse.
14. If a driver/co-driver requires medical attention, by track or other medical teams, the medical technician must release the competitor before they may return to competition. Failure to comply with the advice of the medical technician will result in a DQ from competition for the remainder of the event.
15. If a driver or co-driver loses consciousness at any time during an event, the said driver or co-driver cannot compete and must be released by medical staff prior to returning to competition.
16. Reckless driving will not be tolerated. Reckless driving may include deliberate ramming, blocking, or intentional contact with another team or competitor.
17. Unsportsmanlike conduct will not be tolerated. Any person whose appearance, conduct, associations, or affiliations on or off the track are deemed harmful or not conducive to the best interest of the sport or who exhibits conduct that is inappropriate, offensive, abrasive, or in bad taste may be excluded or suspended at the discretion of CORR. Competitors engaging in any event, public appearance, social media activity, or any other situation relating to their participation in the CORR series must refrain from intentional physical contact, inappropriate or foul language, fraud, or any form of unsportsmanlike conduct. At the sole discretion of CORR, competitors who exhibit inappropriate, unsportsmanlike conduct, prejudicial, or detrimental to the best interest of the sport, or detract from the enjoyment, appreciation, or interest of the spectators, sponsors, or other supporters of the sport, may be penalized by monetary fines, docking of championship points, or both. Such penalties are not subject to protest or appeal.
18. All issued wristbands must always be worn.
19. Failure to wear a wristband may result in expulsion from the event without a refund, or may delay your vehicle inspections, entry to the track, or re-entry to the venue.

DRIVER MEETING

1. All drivers or co-drivers must attend the mandatory Drivers' Meeting at the posted scheduled times. The location of the Drivers' Meeting may be announced for each event or near REGISTRATION.
2. A random roll call or driver sign-in will take place at the beginning of each Drivers' Meeting to ensure attendance.
3. Failure to attend may result in a loss of 2 starting positions, start from the back, or suspension from the event.
4. If a driver is unable to attend, it is the responsibility of the driver to send a parent or spotter from their team. Cross team representation is not permitted.
5. Topics discussed in the Drivers' Meeting may include track conditions, staging and starting procedures, flagging, and other pertinent event information. Drivers are required to attend the **scheduled** Drivers' Meeting(s) for the event, as determined by CORR. CORR may conduct only one meeting for the weekend—typically held on Friday after qualifying—and announce during that meeting if no additional in-person meetings will be held. In such cases, updates on minor topics may be communicated through alternative methods, such as social media or official postings.

INSPECTION

1. All race vehicles may be randomly chosen to submit to an Inspection at any time during a race weekend.
2. When entering the inspection area, only licensed USAC drivers and 1 USAC Non-Driver crew member are allowed in the inspection area. All members entering inspection area must present a license and always make it visible while in the area.
3. All competitors and vehicles are required to pass inspection prior to being authorized to enter the staging area and racecourse. The registered driver (and co-driver if applicable) must be present during the inspection. When the competitor is a minor, one (1) parent or legal guardian must also be present. There will only be allowed a maximum of 1 crew member or 1 parent or legal guardian to accompany the race vehicle during the inspection process. The driver (and co-driver if applicable) must bring all required personal safety gear at the time of the inspection.
4. Passing a prior CORR, CHAMP Off-Road, or other series inspection does not guarantee a vehicle will pass CORR inspection. Every vehicle must meet current rules and be in safe condition at each event.
5. Any required forms, vehicles, equipment, and personnel not accounted for during the inspection may result in a penalty and/or a loss of position, and the competitor will be placed at the end of the inspection line.
6. When a deficiency is found during an inspection, the deficiency shall be corrected by the date and time specified or a penalty may be imposed.
7. Vehicles may be tagged by an inspector at any time. Any tampering with tags or seals will be an automatic DQ of the competitor for all races in which this vehicle was used to compete during the event weekend.
8. Post-Race Inspections:
    a. All vehicles entering and exiting the racecourse must exit through TECH. Driver must be acknowledged and waved through before exiting the TECH area and proceeding to the pits.
    b. The top five finishers for classes that require **Post-Race Inspection** shall immediately report to the inspection area at the completion of their race.
    c. Failure to report to the inspection area, or leaving it without the permission of the Tech Director or their Designee, shall result in an automatic DQ of the competitor for all races in which this vehicle was used to compete during the event weekend.
    d. Saturday Post-Race Inspection
        i. Engine tag/seals will be validated.
        ii. At the discretion of CORR, vehicles are subject to non-invasive inspection. If there is any indication of illegal engine modification or other indication of a rule violation, a more invasive inspection may be performed.
        iii. Vehicle weight will be validated.
    e. Sunday Post-Race Inspection
        i. Engine tag/seals will be validated.
        ii. At the discretion of CORR, vehicles are subject to invasive inspection.
        iii. Vehicle weight may be validated.
    f. Vehicles that fail post-race inspection will result in an automatic DQ of the competitor for all races in which this vehicle was used to compete during the event weekend. For example, if you fail the post-race inspection on Sunday, you would be DQ'd from both Saturday and Sunday races for the event weekend. In the case of any DQ, the competitor is required to return any trophies awarded to registration. See RACE FINISHES.

PRACTICE

1. At CORR's discretion, a practice session may be offered to competitors during the Event Weekend.
2. Practice sessions, if offered, will be published in the event schedule.
3. Race vehicles and drivers may enter the course only after passing safety inspection and receiving an inspection sticker.

QUALIFYING

1. At CORR's discretion, the race starting order for competitors may be determined by having competitors participate in a Qualifying race.
2. Qualifying races, if offered, will be published in the event schedule.
3. Race vehicles and drivers may enter the course only after passing safety inspection and receiving an inspection sticker.
4. A competitor's starting order for Qualifying will be based on either their current season points, their prior season's finishing position, a random draw, or any other method determined by CORR.
5. For classes that race both Saturday and Sunday
    a. The starting order for your Sunday race will be based on your Saturday race results.
    b. If you are disqualified from your Saturday race, you will start in the back for your Sunday race.
6. If you are disqualified from your Qualifier, you will start in the back for your upcoming race.

STAGING PROCEDURE

1. Staging will become accessible (open) prior to the commencement of the upcoming race or per a published schedule. Staging will be closed either when the first vehicle departs from the starting line during a land rush start or when the pace vehicle guides competitors onto the racecourse during a rolling start. Any vehicle arriving late must join the race lineup at the rear, in the last position before the staging area closes. Once the last-position competitor exits the staging area or leaves the line, no further vehicles will be allowed to enter the staging area or the race, signifying the closure of the staging area. This rule is strictly enforced in the interest of competitors and course safety, without exceptions.

2. When entering the staging area, only licensed USAC drivers and USAC Non-Driver crew members are allowed in the staging area. All members entering the staging area must present a license and always make it visible while in the area.

3. Staging positions may be determined by various criteria, including prior season championship point standings, current season point standings, the position in the last race, a random drawing, qualifying results, or any other method designated by CORR. The specific staging process and location will be decided by CORR for each event.

4. It is the driver's sole responsibility to arrive at the assigned staging area at the designated time. Failure to do so may result in a penalty or denial of entry to the racecourse at the discretion of CORR.

5. All race vehicles are required to be present in the staging area before the race officially commences. It is imperative for competitors to be punctual and adhere to the scheduled event timing. Any vehicle that is not in the staging area and prepared for competition at the specified race time may either be relegated to the rear of the starting lineup or be denied entry to the racecourse.

6. In cases where a driver is participating in multiple classes, transitioning between vehicles is allowed. However, the second vehicle must also be positioned in the TECH area and ready for action to prevent race delays resulting from mechanical adjustments or refueling.

7. Late entry competitors who are preauthorized to compete by CORR after the close of registration for an event will be placed at the back of the field.

STARTING PROCEDURE

1. The vehicle that leaves the start line is the official vehicle for that race and may not be switched at any time during that race.
2. The starting time and order of the race will be decided by CORR at each event. Starting will always be a live engine start with either a land rush or rolling start.
3. The official start and finish line will be indicated at each event during the Drivers' Meeting. The start line may be different from the finish line depending on course configuration. All races will run until the checkered flag is shown.
4. CORR may choose to combine two or more classes for a single race, contingent on the number of entries in each class. However, each class will be scored separately.
5. Starting Formats
    a. Land-Rush:
        i. The race officially starts when the Green Flag is waved by the "Flagger".
        ii. For multiple-row land rush starts, the Green Flag will be waved for each row.
        iii. Each subsequent row after the first row will have a mandatory safety delay, before receiving their Green Flag.
    b. Rolling-Starts:
        i. All vehicles are escorted onto the racing track by the "Pace Car" in a 2-vehicle per row configuration.
        ii. Each row of vehicles should stay as close as possible to the vehicles in the row ahead without passing or ramming. The pole position vehicle should maintain the same speed as the "Pace Car".
        iii. Once the "Pace Car" leaves or otherwise pulls off the racing surface and is clear, the lead competitor (Pole Position competitor) must maintain the same speed.
        iv. The race officially starts when the flag stand waves the green flag. NOTE- P1 will not be used as race start.
    c. CORR, at its discretion, can alter the above starting formats as necessary for safety or due to track configuration.
    d. Competitors are strictly prohibited from commencing the race until the race has officially started.
    e. If any competitor initiates movement prior to the waving of the Green Flag for land-rush starts, or for rolling starts or if any other competitor "jumps" the row or passes another vehicle or if a competitor delays or otherwise hangs back, before the drop of the green flag,

that competitor will receive a **2-position penalty** from their finished results.

6. If a full course caution occurs before the leading vehicle completes the first lap, a complete restart may be implemented, and competitors will line up in the initial starting order. However, when a race is halted after the first lap has been completed, competitors will line up based on their positions as they were running prior to the race being interrupted.
7. The Race Director has the authority to halt a race whenever the track is considered unsuitable or unsafe for racing. In adverse conditions, a race may be officially concluded after at least 50% of the scheduled laps have been finished. Additionally, if any race surpasses the allotted time limit established for that specific race, CORR has the discretion to bring it to a close.
8. If an event is interrupted due to rain or unfavorable conditions, all trophies, prizes, or payouts will only be awarded for the races that were successfully completed. CORR Officials reserve the right to optionally reschedule the event for a later date.

RACE FINISHES

1. The race will officially conclude for all competitors at the designated finish line when the checkered flag is displayed. To be recognized as having completed a lap, the driver and their vehicle must cross the finish line under their own power; towing or pushing by anyone, including the driver or co-driver, is not permitted.
2. Awards such as trophies, coupons, payouts, or other prizes, are presented to the top 3 finishers for each class. Eligibility to participate in the awards may be forfeited by any member violating CORR rules or regulations prior to the presentation of the awards.
3. If a competitor is awarded a trophy, and is subsequently disqualified, they are required to return the trophy to registration. In the event of a scoring error, CORR reserves the right to collect and reallocate trophies to the appropriate competitors.

SCORING AND POINTS

1. All decisions of the designated CORR Official Scorer for an event are final unless a recheck has been requested by CORR. See PROTESTS.
2. CORR only supports the MX type Transponder for the X2 Scoring System from MyLaps, including both the rechargeable and direct-powered models.
3. All competitors are required to purchase or rent a remote timing transponder. Transponders can be purchased or rented through CORR at each race, or purchased online directly from MyLaps here https://www.mylaps.com/race-type/mx-racing/.
4. Competitors are responsible for the charging and installation of all transponders. Any entry without the properly charged, properly installed, functioning transponder may not be scored, receive no points, and may be subject to further penalties.
5. All rented transponders shall be returned at the end of each race event. Failure to return a rented transponder will result in a charge of up to the full purchase amount.
6. Official timing and scoring can be viewed live, including past event results and season championship points. https://beta.speedhive.com/organizations/528574/
7. The scoring format will adhere to a single-class structure featuring a specified number of laps. Race results will be determined by either the fastest recorded overall race time or the overall track

position. If a class races more than once per weekend event, each race per day will be its own race with associated results and points awarded for each specific race.

8. DNS/DQ (see Definitions section)
    a. A DNS receives 0 points
    b. A DQ receives 0 points
    c. Any competitor not completing all laps will still receive their finishing result points as determined by the number of completed laps and/or time, as recorded by the scoring system
9. In the case of a tie for any position in year-end Championship points, the tie will be broken as follows:
    a. **Most 1, 2, 3 places per run:** The competitor with the most 1st places will win. In case this is the same, the tie will be broken by the most 2nd place finishes, and so on.
10. Halfway Leader Points
    a. At each race, the driver leading at the halfway point will be awarded **one (1) championship point. The halfway point** is determined by the number of laps in the original scheduled race distance, rounded down to the nearest whole lap if necessary. For example, in a 10-lap race, the halfway leader will be scored at the completion of lap 5; in a 12-lap race, at the completion of lap 6.
    b. The halfway point may not correspond to any mandatory caution period and is based solely on the completion of the scheduled halfway lap. If the race distance is reduced after the start of the event (e.g., a 10-lap race shortened to 8 laps due to time limits, cautions, weather, or other conditions deemed necessary by officials), the halfway leader will still be determined based on the original scheduled distance. In this example, points would still be awarded to the leader at lap 5.

11. Fastest Lap Award
    a. At each race, the driver with the fastest lap will be awarded **one (1) championship point**. The fastest lap will only be counted while under a GREEN flag.

12. Points awarded from Qualifying

Position	Points
1	5
2	4
3	3
4	2
5	1

13. Points awarded based on the finishing position are as follows:

1st	40	**11th**	25	**21st**	15	**31st – 40th**	5
2nd	37	**12th**	24	**22nd**	14		

3rd	35	**13th**	23	**23rd**	13
4th	33	**14th**	22	**24th**	12
5th	31	**15th**	21	**25th**	11
6th	30	**16th**	20	**26th**	10
7th	29	**17th**	19	**27th**	9
8th	28	**18th**	18	**28th**	8
9th	27	**19th**	17	**29th**	7
10th	26	**20th**	16	**30th**	6

SUBSTITUTE DRIVER

- Each driver of record is permitted to name one (1) substitute driver for the season
    - The substitution of the primary driver of record may only occur with prior approval from Series Officials
    - Such approval is at the discretion of the Series and is not subject to appeal
- A substitute driver may participate in a maximum of one (1) event weekend or two (2) individual rounds during the season
- A substitute driver must be **declared** in advance and in writing (via email) to CORR Registration
    - Email: **registration@corracing.com**
- A substitute driver must:
    - Be a registered CORR member
    - Be a registered and licensed USAC driver
    - Meet all eligibility requirements for the class
    - Be approved by Series Officials prior to participation
    - Once approved, the substitute driver assumes the same rights and responsibilities of the driver of record for the events or rounds in which they participate
- **Notification of Use:**
    - The driver of record must notify CORR Registration when they intend to have their substitute driver compete on their behalf
    - Notification may be provided in advance if known (e.g., prior to the event), or onsite if circumstances arise during the event (e.g., injury or illness during Friday practice or Saturday competition)
    - In all cases, the substitute driver must check in with Registration before being allowed on track
- All championship points and results earned by a substitute driver will be awarded to the primary driver of record
- Only the declared substitute driver is eligible to compete; no additional or replacement substitute drivers are permitted

CHAMPIONSHIP

1. The CORR racing season comprises a series of sanctioned rounds of racing with one or more "**Race**" runs per "**Event Weekend**", concluding with the formal recognition of Championship winners at the end of the season.

2. The points championship is not official until after the last "**Race**".
3. **Drop Race(s)** (see "DROP RACE")
    a. There will be no drop races for the 2026-2027 Season.
4. Final Championship standings will be determined by the total points accumulated from all races in the season, plus any officially awarded bonus points.
5. There must be at least 5 registered vehicles in the first round of racing for there to be an official class for the racing season.
6. Exhibition races do not participate in a season championship, including end-of-season trophies or awards

PENALTIES

1. The penalties for breaching CORR rules are determined based on the seriousness of the violations and their impact on the fairness of competition, the organized conduct of the event, and the broader interests of off-road racing and CORR. The range of potential penalties may encompass various measures, such as disqualification, probation, suspension, fines, position forfeiture, points deduction, or expulsion. CORR will address all penalties within a reasonable time, and the decisions are considered final.
2. CORR has the authority to disqualify a participant from an event or expel them from the racing venue for any conduct deemed harmful to the sport, CORR, another person, or the event, at any time.
3. Vehicles traveling on the racecourse in the reverse direction of the race, at any time, will result in disqualification.
4. "Reckless Driving" in any such manner will not be tolerated and may result in disqualification.
5. Using any vehicle intentionally to cause physical harm to any person or property on or off the racing surface will result in disqualification and other penalties as deemed appropriate including the involvement of law enforcement.
6. If light contact is made, both parties must separate and maintain their line, and cease making contact.
7. Aggressive Driving
    a. When one race vehicle forces another race vehicle outside of, or off, the competitive racing surface, it will be considered Aggressive Driving.
    b. If a vehicle makes more than one Aggressive Driving move, that driver may be penalized or disqualified.
8. A competitor may receive a penalty or disqualification for, but not limited to, any of the following:
    a. Intentional contact on the approach to a jump that results in a race vehicle leaving the jump in an unsafe manner or causing another race vehicle to go outside of, or off, the competitive racing surface, or crossing lanes mid-air – STAY IN YOUR LANE WHEN JUMPING.
    b. Heavy contact or repetitive light contact
    c. If a race vehicle makes more than one consecutive defensive move.
    d. Pushing or driving through another race vehicle.
    e. Not reducing speed when a spin, crash, or other incident is happening in front of your vehicle.

f. Not reducing speed when not on the racing surface.
g. If more than one warning for the same offense is given during the same race to the same race vehicle.
h. Cutting the course.
i. Not holding your line.

9. All competitors are responsible for their actions as well as the actions of their entire race team/pit crew and family or friends.

PROTESTS

1. CORR, with or without an official protest, reserves the right to penalize, fine, disqualify, and/or suspend any vehicle or entrant for violation of any of the rules or regulations.
2. To file an official protest, the protest must be on an official CORR Protest Form along with any fees paid no later than 30 minutes after the race in question has finished and be delivered to "REGISTRATION" where it will be time stamped. The forms are available from the personnel at "REGISTRATION" or from this rule book.
3. A protestor may protest only a racer in their own class who finished ahead of them in that race, and only one racer/vehicle per race. NO protests will be accepted from someone outside of the class in question.
4. The race official shall determine whether a matter is a viable protest, and if so, shall decide the protest as promptly as possible and shall inform the parties to the protest of the decision. In deciding the protest, CORR may take whatever action deemed appropriate to further the interest of fairness. Such action includes, but is not limited to, revising official race results, imposing penalties, adjusting points, or taking no action at all.
5. For all engine / drivetrain protests, a fee of $1,000 cash must be presented along with a completed official protest form. Each additional item protested after the first protested item will be an additional $200 cash. The decision of CORR will be final.
    a. In the case of a successful protest, the protester will be reimbursed 80% of their protest fee. If the protest is determined to be unfounded, the protested competitor will receive 80% of the protest fee collected. CORR will retain 20% of the protest fee regardless of the outcome.
    b. A competitor is only allowed to protest one (1) competitor that finished the race in the same class as the protester. (see line 3 above)
    c. Any entrant who has an official protest submitted against them or their vehicle shall immediately submit to an inspection of the protested item(s). Failure to submit to inspection shall result in an automatic disqualification and/or suspension.
    d. Attendees of the inspection will include:
        i. The protester (or one person as their designated representative) – Total of 1 person
        ii. The protested competitor (or one person as their designated representative) – Total of 1 person
        iii. Official(s) from CORR
        iv. Attendees will show the items in question of the violation.
    e. At no time prior to the completion of the inspection shall any other team member from either the protester or protested competitor be allowed in the inspection area.

6. A $500 protest fee (non-refundable) will be strictly enforced for all non-engine or drivetrain protests. No complaints will be **accepted** by CORR without an official protest form, filled out with clear picture or video evidence. Track staff, such as flaggers or tow recovery personnel, are not considered race officials.

7. **Official Decisions and Post-Race Inquiries**
    a. Questions regarding an official decision made by Race Control must be addressed **only after all racing events for the round have concluded**. No official—including production or timing staff—may be approached while an event is live or while there is any active session on track. This ensures all racers receive the full attention necessary during their respective events.
    b. Incidents occurring on track that a competitor wishes to discuss may be brought to the attention of officials after racing has concluded. Competitors should be as specific as possible—such as identifying the lap or turn in question—so officials can review notes and any available footage. Positions and points may be adjusted after a race based on technical inspections or incident reviews that reveal new or unclear information from the time of the original call.
    c. CORR welcomes respectful discussion and review of any concerns. All concerns must be presented in a sportsmanlike manner; retaliation against staff, race teams, or participants will not be tolerated. Officials will consider all evidence when making decisions and will explain their rulings when appropriate. While competitors may not agree with every outcome, all rulings are made after careful and thorough review of the available evidence.

REGISTRATION

Membership

1. The CORR membership is $100 and is valid for 1 season, and it must be renewed each new season.
2. CORR members from the previous season have priority in choosing/retaining their race number going into the new season.
3. Participation in a CORR race requires a valid CORR membership. You can acquire or renew your membership during any event registration process both online and onsite. When registering for membership online, once your number has been approved, a confirmation email will be sent.
4. Original notarized minor waivers must be submitted to registration to complete your registration process. The original document will be retained by CORR.
5. To submit a racer resume, please send via email to support@corracing.com.
6. For racer bio and photos, please send via email to support@corracing.com.
7. Up to 3 requested race numbers can be submitted at the time of season membership registration. CORR will assign your approved number, if available.
8. The number assigned during member registration will be the number used for all events and races entered for that racing season.
9. Each competitor is assigned a single number, which may be used in more than one class. Numbers are assigned to the competitor's first and last name.

10. Numbers must be unique within either the advanced classes or the remaining classes.
11. Vehicles must have the member's registered number, appropriately displayed (see "RACING CLASSES") to gain entrance into staging.
12. **Competitors are not allowed to change their number mid-season. If the competitor changes their number without approval and adjustment from CORR, they will not receive any points, which may affect their season championship results.**

Events

1. To participate in a CORR event, all entrants must successfully fill out and submit an official entry form for each event within the stipulated deadline. You can conveniently register online at https://corracing.com/ by selecting the registration link corresponding to the specific event. Additionally, on-site registration will be available at all events. Registration onsite must be completed prior to the "CHECK-IN" window closing.
2. In cases where an event is rescheduled or canceled, any entry fee collected will be credited towards the next scheduled event.
3. If there are fewer than 5 vehicles in a class, CORR reserves the right to either merge that class with another class or cancel that class for the event weekend. Refunds will be provided in case of cancellation due to a lack of participants.
4. A MyLaps Transponder number is required at the time of registration.
    a. If you have your own transponder, please bring it with you during "CHECK-IN" for verification of transponder number (a photo is sufficient).
    b. If you've rented a transponder, you may pick it up at the track during "CHECK-IN". See "SCORING AND POINTS" for more information.
5. In the event an entry is submitted after the specified deadline, CORR may accept a late entry with a late entry fee of $50.00.
6. Every driver (and co-driver if applicable) is required to complete the "CHECK-IN" process before joining the line to "TECH".
7. It is mandatory for all competitors to have both the transponder and their inspection sheet. Failure to present these items during inspection will lead to a loss of position, and the competitor will be directed to the end of the line.
8. Each participant is responsible for verifying that their registration details are accurate, including their race vehicle number and transponder number.
9. Any participant found to provide false information on an entry form may face disqualification. Consequently, they will forfeit all awards, points, and any payout or contingencies earned in the race. Additionally, the entrant may be subject to a one-year suspension from future events. In cases where an entrant's application features a forged signature, they will be disqualified and lose all awards, points, and payouts or contingencies accrued from that event, and they may be suspended from future events for a period of one year.
10. CORR reserves the right to modify entry fees, membership fees, or any fee structure at any time. Current fees are published at https://corracing.com/ and at event registration.

Advanced Classes

1. Advanced Class eligibility is under the direct supervision of CORR. ANY professional driver from any other credible race series of any kind must be reviewed. Under no circumstances can a professional competitor enter a class other than a comparable advanced class without

permission from CORR. Should this happen without permission, the competitor will be automatically disqualified. No competitor in an advanced class will be able to move down without permission from CORR. Any competitor thought to be competing at an advanced level may be placed into an advanced class.

2. Competitors racing in an advanced class for any "**Race**" during the "**Event Weekend**" cannot participate in any class outside the advanced classes for the same "Event Weekend".

Awards and Contingencies

1. Any payouts, awards, trophies, prizes, or other items of value are awarded to the competitor based on their official Race or Championship results, excluding exhibition races.
2. CORR **MAY** distribute or award competitors with additional payouts, prizes, redeemable coupons, or other items of value, on behalf of a sponsor.
3. The amount, type, or kind of award varies depending on sponsors, if any.
4. CORR makes no representations or warranties of any kind for any product or service supplied by or from a sponsor.
5. CORR does not guarantee other prizes, awards, or payouts of any kind.
6. Payouts can be picked up at a race event. A fully completed W-9 form is mandatory for all payouts (or taxable awards) for each calendar year. Failure to provide the necessary information will lead to the forfeiture of any payouts (or taxable award).
7. For any company or person offering payouts, awards, or other contingencies outside of CORR, competitors must contact that company or person for the rules and requirements of their specific program.
    a. CORR is not liable or responsible for the disbursement of any awards, prizes, payouts, or trophies of any kind on behalf of another company or person.

REFUND POLICY

1. All refunds must be requested through CORR within 7 days of your scheduled race. Once your vehicle has entered the racecourse for any reason, no refunds shall be permitted.

SAFETY EQUIPMENT

1. All drivers' apparel must be clean, in good condition, and free from rips or worn areas.
2. Full-faced helmets are mandatory. Helmets must meet Snell SA2020 (Adults) and display the appropriate approval decal. Straps must have D-ring fasteners only. No snaps or Velcro will be permitted. The interior and exterior areas of the helmet must be free of defects (i.e., the padding must be in good condition, and the exterior of the helmet must not be damaged).
3. Full-faced helmets are mandatory. Helmets must meet SFI.24 (Youth standard) and display the appropriate approval decal. Straps must have D-ring fasteners only. No snaps or Velcro will be permitted. The interior and exterior areas of the helmet must be free of defects (i.e., the padding must be in good condition, and the exterior of the helmet must not be damaged).
4. All drivers must wear a one-piece, fire-resistant racing suit that provides full coverage from the neck to the ankles and wrists. All suits must have an attached SFI certification label and meet one of the following requirements:
    a. Single-Layer Fire Suit: A single-layer suit meeting a minimum SFI 3.2A/1 rating is permitted, provided the driver also wears fire-resistant Nomex undergarments, including a long-sleeve top and full-length bottoms.

b. Multi-Layer Fire Suit: A fire suit consisting of two or more layers and meeting a minimum SFI 3.2A/5 rating is permitted. Nomex undergarments are recommended but not required.

   Additional Requirements: Kart racing suits are prohibited. All fire suits must be in good condition, free from tears, excessive wear, or alterations that could compromise their fire-resistant properties. SFI-rated racing gloves and SFI-rated racing shoes are required. Gloves may not be modified. No motocross-type gloves are allowed.

5. An SFI safety harness with 5 attachment points is required.
   a. Safety harnesses shall not be used more than 2 years past the date of manufacture.
   b. A quick-release lap belt is required. Both ends of the lap belt must be fastened to the roll cage. Bolt-in-style belts must be fastened with high-quality grade 8 or better bolts, not less than ⅜". Clip-in-style belts must be cotter-pinned or safety-wired.
   c. Twist Cam-Lock-type belts are not allowed.
   d. Newer-model quick-release aircraft-quality type buckles are allowed.
   e. Two shoulder belts are mandatory and must be securely attached behind the driver's seat. If they are looped around or passed over the roll cage, a steel guide welded to the cage that will prevent the belt from sliding side to side is required. However, if you have a pass-thru integrated into your seat, that will be allowed, and no steel guide is required.
   f. A 5th-point belt (sub-harness) is required and must be securely mounted to the lower seat frame or roll cage at the bottom, and to the lap seat belt on the top.
6. Head and neck restraints are required for all competitors at any time the vehicle is on the racecourse. Head and neck restraints, when connected, must be mounted, configured, maintained, and used in accordance with the manufacturer's instructions.
7. It is the responsibility of the competitor to ensure that the restraining device is correctly installed, maintained, and properly used. All safety equipment should always be worn when on the racecourse.
8. It is the responsibility of the driver to ensure that their restraints are correctly installed, maintained, and properly used.
9. All personal safety equipment shall be presented during inspection. Failure to provide all the safety equipment may result in you not passing the inspection and therefore forfeiting your race entry and being excluded from the race.

COMMUNICATIONS

1. Spotters are required to have a UHF receiver to receive communication from Race Control (e.g., Nitro-Bee).
   a. Race control channel **464.5500** must be programmed and locked on screen
   b. Transmit function must be disabled to prevent interruption of race control communications
   c. Highly recommend Driver have a UHF receiver to receive communication from Race Control (e.g., Nitro-Bee)
2. Car radios must be of two-way voice communication type only. Each race team is responsible for meeting FCC requirements
3. Radio communication between competitors is not permitted. No communication is allowed from race vehicle to race vehicle while on the track at the same time
4. All radio frequencies are subject to CORR approval. At any time CORR may require disclosure of team(s) radio frequencies being used in the race vehicle

5. Spotters are **REQUIRED** for all race teams. Internal radio communication is permitted between competitors/passengers in the same vehicle and their respective Pit Crews/Spotter. Competitors may be penalized for inappropriate spotter behavior
6. No scanning-type radios that can transmit voice or other communicative noise will be allowed; such devices when detected will be confiscated
7. Spotters must have vehicle numbers marked clearly on the back of the person or headset strap to be easily visible to CORR officials. Numbers must be black on a white background with a minimum size of 2 inches by 3 inches.
8. Spotter must check in at spotters' den with a CORR representative upon arrival at the spotters' den.

FUEL REGULATIONS

General Safety Requirements

- No fueling is permitted in staging areas or on the starting line prior to any race or practice session.
- Fuel cooling systems or methods are prohibited during competition.

Fuel Testing and Compliance

- The series reserves the right to sample competitor fuel at any time without prior notice.
- Open-fuel classes (Classes 9, 12, and 13) are not subject to fuel sampling or testing. Class 14 SR1 fuel may be sampled and tested as provided in the SR1 Class Rule Book.

All fuel samples will be:

- Impounded according to series protocols
- Subject to testing by series officials or certified external laboratories
- Tested at competitor's expense if mixing agents are suspected

Class specific fuel requirements

Class	Fuel Restrictions
1 200 Limited	VP UTV96
2 170 Limited	VP UTV96
3 170 Modified	VP UTV96
4 570 Modified	VP UTV96
5 1000 Restricted	VP UTV96
6 Youth NA	VP UTV96
7 Sportsman SXS	VP UTV96
8 Pro-Am Limited	VP UTV96
9 Pro-Am Modified	Modified fuels allowed
10 Pro NA	VP UTV96
11 Pro SXS	VP UTV96
12 Pro Modified NA	Modified fuels allowed
13 Pro Modified SXS	Modified fuels allowed
14 SR1	SR1 Class Rule Book
15 Pro Buggy	VP MS98L
16 Pro Lite	VP MS98L
17 Pro Spec	VP MS98L
18 Pro 2	VP MS98L

Approved Fuels:

VP UTV96 or VP MS98L, as listed for each class in the table above

- **Unless otherwise allowed per class**

Fuel Restrictions: The following are prohibited in all classes except open-fuel classes (Class 9 Pro-Am Modified, Class 12 Pro Modified NA, and Class 13 Pro Modified SXS) and Class 14 SR1, whose fuel is governed by the SR1 Class Rule Book:

- Fuel additives of any kind
- Fuel blending or mixing
- Other racing fuel formulations
- Alcohol or ethers
- Epoxides (ethylene oxide, propylene oxide)
- Total nitrogen compounds
- Nitromethane, Nitroethane, Nitropropane, and all aromatic nitrogen compounds such as Nitrobenzene, Ammonia, Amines, and their salts, Aniline, Hydrazine, Pyridine, Pyrrole, Benzidine

Official Fuel Supplier

- America's Energy Inc. (AEI) is CORR's official and preferred fuel supplier. Competitors are encouraged to purchase their required VP fuel through AEI.
- Fuel can be purchased in advance and picked up at the track
- Fuel compliance is governed by the class-specific fuel requirements and the rules in this section

Penalties for Violations

Violations of fuel regulations may result in:

- Fines up to $1,000
- Points reduction
- Disqualification
- Series suspension

RACING CLASSES

Class List

Class	Name	Age Group	Weight NA	Weight FI
1	200 Limited	5-12	700lbs	
2	170 Limited	5-12	650lbs	
3	170 Modified	8-12	650lbs	
4	570 Modified	8-16	1350lbs	
5	1000 Restricted	10-16	1650lbs	
6	Youth NA	12-17	1650lbs	
7	Sportsman SxS	16+	1650lbs NA	2000lbs FI
8	Pro-Am Limited (Production Amateur)	16+	1650lbs NA	2000lbs FI
9	Pro-Am Modified (Production Amateur)	16+	1650lbs NA	2000lbs FI
10	Pro NA (Production Advanced)	16+	1650lbs NA	
11	Pro SXS (Production Advanced)	16+	2000lbs NA	1950lbs FI
12	Pro Modified NA (Production Advanced Modified)	16+	1650lbs	
13	Pro Modified SXS (Production Advanced Modified)	16+		1950lbs FI
14	SR1	18+	1600lbs	
15	Pro Buggy	16+	1900lbs	
16	Pro Lite	16+	See weight	restriction
17	Pro Spec	16+	See weight	restriction
18	Pro 2	16+	See weight	restriction

Class Requirements

1. There must be at least 5 registered vehicles in the first round of racing for there to be an official class within the racing season
   a. 5 race cars minimum to receive trophies but will receive points.
   b. Classes will be combined when under 5 race cars.
2. All classes race both days
3. Any new model of vehicle must be approved by CORR in advance.

Vehicle Rules

1. SxS vehicle classes are based on production UTV vehicles and defined as vehicles manufactured by registered companies, i.e., Polaris, Can-Am, Arctic Cat, Yamaha, etc., that issue VIN numbers.
2. All other vehicle types must be approved by CORR
3. **All vehicles MUST include 2 official CORR series stickers, one on each side of the vehicle. Not having CORR stickers, points will not be earned.**

4. Weight Restrictions (minimum weight): Refer to class-specific rules for weight restrictions.
5. MEASUREMENTS AND WEIGHTS
    a. All measurements will be performed with CORR technical instruments and gauges
    b. All measurements and weights with CORR gauges will be the final decision over any outside gauges.
    c. All added ballast must be properly secured with nut-and-bolt setup. No ZIP ties/ hose clamps/ ratchet strap/ Velcro style allowed
    d. All ballast must be painted white and clearly have the competitor's number on said ballast
    e. If ballast is lost on the track, it will be fined at $5/lb
6. Race Numbers:
        a. All race vehicles shall have their assigned race number clearly displayed on the front left of the visor, rear, right and left sides of the race vehicle, and top of the roof for drone and race director to see.
        b. It is the competitor's responsibility to ensure that their assigned number is clearly visible, with no other numbers present.
        c. All number plates must be visible with no obstructions by bodywork or chassis.
        d. Minimum recommended number plate size: 10 inches high by 14 inches wide.
        e. All numbers must be block-style only.
            i. Numbers must be on a contrasting background – black on white, or white on black and easy to read from a distance.
            ii. Numbers must be of uniform color and font.
            iii. No outlines, stacking, or shadows allowed.
            iv. Italic slant of 25 degrees or less is allowed.
            v. No duct tape or electrical tape unless pre-approved by CORR in advance.
        f. **Sides:**
            i. One number on each side of the vehicle, on a number plate mounted high and towards the rear of the vehicle, and parallel with the front to rear tire line.
            ii. Minimum required number size: 6 inches.
            iii. No numbers on doors
        g. **Front:** The vehicle's driver side upper left-hand corner of the windshield area/visor must be a minimum height of 4 inches tall.
        h. **Rear:** rear facing race number must be a minimum of 6 inches tall.
        i. **Roof:** Race number must be a minimum of 12 inches tall. For drone/ video and track officials.
        j. Officials may require a competitor to use a different number to avoid confusion or duplication at an event.
        k. If a vehicle number is not visible, the competitor may not be scored.
        l. CHAMP-legal vehicles in Pro Buggy, Pro Lite, Pro Spec, and Pro 2 are exempt from the number color, font, and styling requirements above. Their race numbers must still be clearly legible to officials and scoring.
7. Inspections
        a. CORR reserves the right to tag/seal/mark engines prior to any event.
        b. Engine displacement may be checked by a tech inspector at any time.
        c. All vehicles, in all classes, must exit the racecourse through TECH. The driver must be acknowledged and waved through before leaving the TECH area and proceeding to the pits. See INSPECTION.
8. Engine Replacement/ Engine Repair – Must notify Tech before ANY and ALL motor changes or engine seals removed.
9. Skill Level and Fair Competition:

a. CORR may monitor competitors' results throughout the season and, at its discretion, may reassign the competitor to a different class *based on skill level, age, lap times, and/or overall vehicle performance*.
b. Should a competitor wish to transition to a different skill level or age group, **they are required to submit a request to CORR in advance** for evaluation. See "**AGE REQUIREMENTS**"
    i. Age exception form must be filled out completely and submitted to Tech@Corracing.com for approval. This must be done before race weekend and approval received back from CORR prior to driver being allowed to register.
    ii. Age exception form can be received from registration@corracing.com
c. Points Transfer Policy-
    i. First Round Transfers: Racers who change classes after the first round concludes and before the second round begins are eligible to transfer 100% of their points to the new class.
    ii. Second Round Transfers: Once the second round has started, any racer who moves to a different class may transfer only 50% of their accumulated points to the new class.

10. **All rules specify what can be modified. Any modification not allowed is assumed to be illegal and may result in penalties at the discretion of CORR.**
    a. If in doubt, check with tech to be pre-approved by CORR officials in writing.

Vehicle Safety

1. **Fire Suppression:** All vehicles must contain the following fire suppression:
    a. One (1) externally mounted fire extinguisher, easily accessible by track/fire/safety personnel, with a quick-release mechanism.
    b. A fire suppression system is highly recommended for all vehicles and may be installed in place of the required fire extinguisher.
2. **Roll Cage (Required):**
    a. All classes must have an aftermarket roll cage. Driver-compartment tubes must be double-shear mounted. Minimum tubing size is specified in each class's requirements. See Figures 1 and 2 for the general roll cage configuration.
    b. Roll cages: Gussets must be installed at all main intersections on the main cage, including diagonal and rear down braces, and where single weld fractures can affect the driver's safety. Gussets may be constructed of .125" X 3" X 3" flat plate, split, formed and welded corner tubing, or tubing gussets the same thickness as the main cage material.
    c. No single shear point on cage will be allowed
    d. Must be a minimum of three inches from the tallest part of the helmet and cage.
    e. Driver's roof must have a cross bar to protect top impact.
3. **Door Panels:** REQUIRED. Must be fastened and provide full coverage (not half doors). Door must be a minimum .063 door aluminum.
4. **Nerf Bars: REQUIRED**. Must be closed loop, no open ends, and must extend between the tires front to back. Bars must be wide enough to be less than 2" from the face of the wheel/tire, measured from frame to outer edge of Nerf bar and frame to outside edge of tire.
5. **Roof:** A full metal roof, minimum .063 thickness, is required.
6. **Window Nets:** REQUIRED. All vehicles must be equipped with a driver-side window net meeting SFI 27.1 requirements. Any single / center seat vehicle must have window nets on both driver and passenger sides.

   a. The window net must have a legible SFI 27.1 certification label and be properly secured to the vehicle.
   b. SFI 27.1 window nets are valid for two years from the date of manufacture shown on the certification label.
   c. An expired window net is not permitted in competition, regardless of its condition or amount of use.
   d. Window nets that are torn, frayed, damaged, or improperly mounted must be replaced before the vehicle is allowed to compete.
   e. The CORR Technical Inspector has final authority to determine whether a window net meets these requirements.
7. **Rock Screens:** REQUIRED. All SxS vehicles must have a rock screen that is securely fastened, that covers 50% of the front window opening and shields the driver from any on-track debris. Rock screens will not be fastened using zip ties. Rock screen openings must be no larger than 1.5" x 1.5", with a minimum of 0.125" of material between openings. An optional cutout is permitted, no larger than 7" x 10". See Figure 3.
   a. For the 2026-2027 season, CORR will work with competitors who are unable to have rock screens installed in time for the first event. Competitors in this position must contact CORR tech in advance. See TECH BULLETINS.
8. **On/Off Switch:** All vehicles must have a working switch that shuts the engine off and disconnects electrical power to the vehicle.
9. **Body Plastics:** Fastened with no exposed areas.
10. **Safety Belts:** REQUIRED. See SAFETY EQUIPMENT for harness specifications, mounting, and age limits.
11. Firewall: REQUIRED. If an OEM firewall is removed, a replacement metal firewall is required, minimum thickness .063 aluminum.

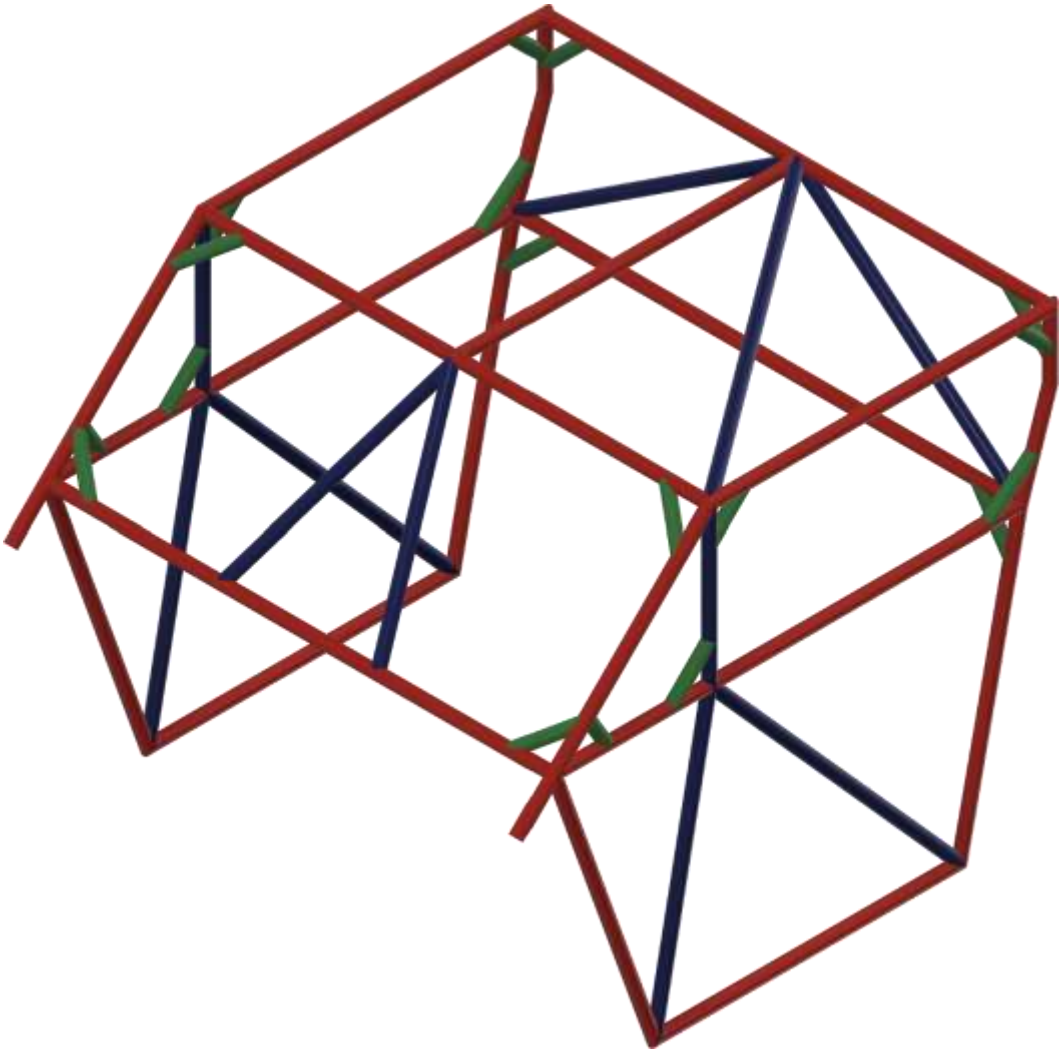
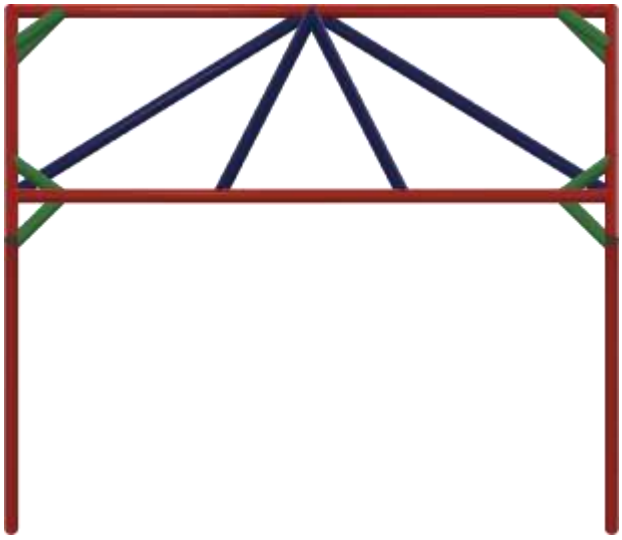
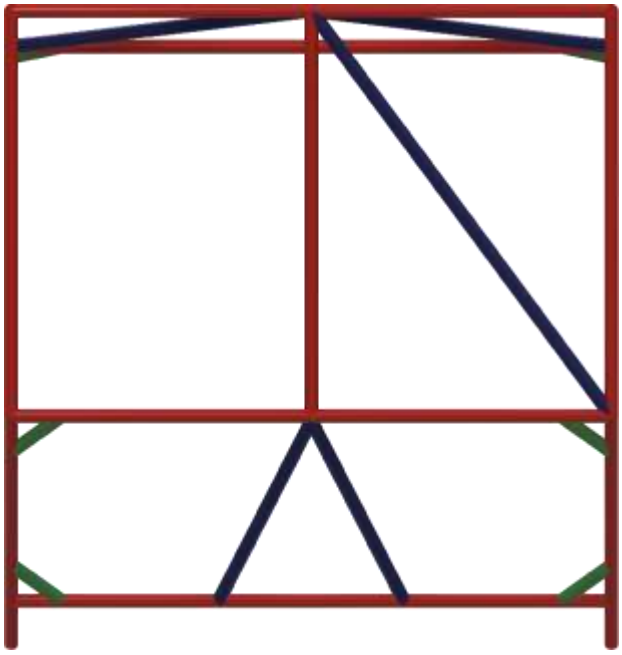


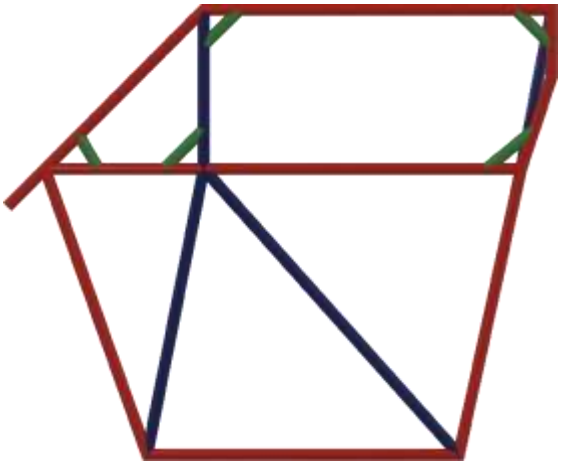
Figure 1 — General Roll Cage (All Classes), perspective view



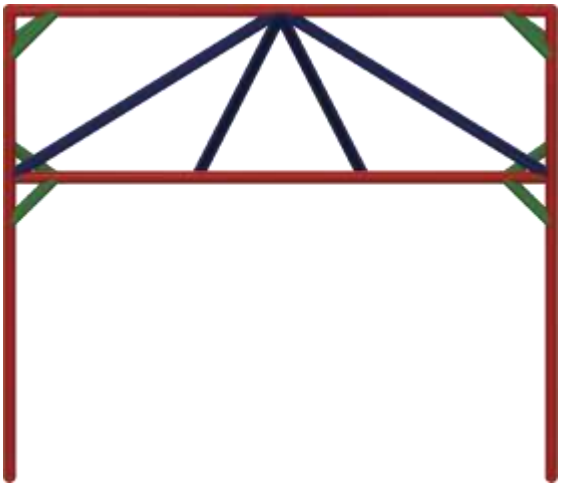
Front



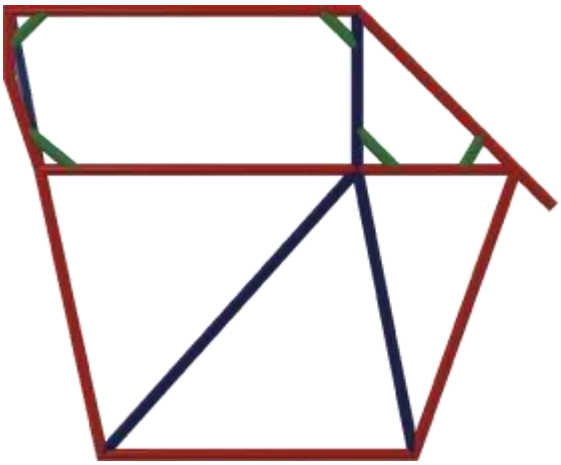
Top



Right Side



Back



Left Side

Figure 2 — General Roll Cage (All Classes), orthographic views

Tube key: *red — main cage structure; blue — reinforcement and bracing; green — gussets at tube intersections.*

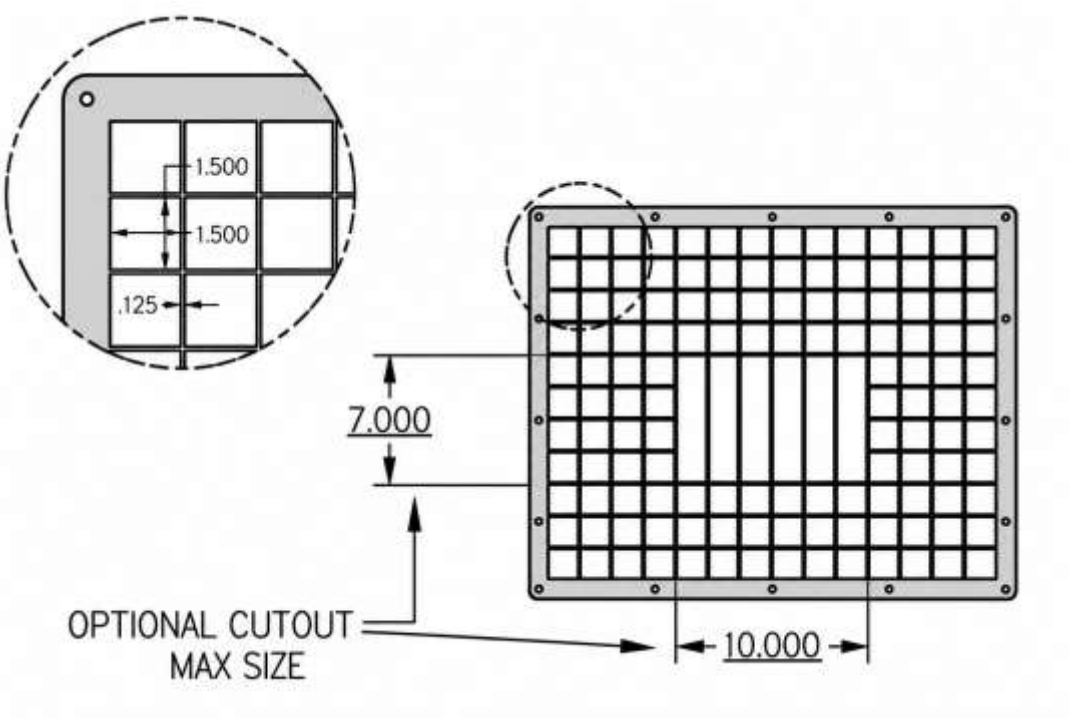


Figure 3 — Rock screen construction, opening size and optional cutout

Vehicle Classes

Class 1 200 Limited

Age Eligibility: 5-12
Eligible Vehicles: RZR 200 (180cc)
Weight Restriction: 700lbs
Displacement: Maximum 180cc
Fuel Requirements: VP UTV96

Class Intent: This class is intended for a first-time / beginner / intermediate racer. This class is a Limited class. It allows only safety-related upgrades and maintains strict limitations on performance modifications. Vehicles must remain as close to stock as possible with certain exceptions to the rules allowed to be modified. Vehicles must be a standard 200cc production model that is currently available to the public in the USA. All new models/brands are subject to series pre-approval processes which may include (but are not limited to) inspection, track time, and data collection before being deemed legal for competition. To be considered for approval for CORR during the 2026-2027 season, all new models must be available and on dealership floors at least 30 days before the first national event.

These Side-by-Side (SxS) classes are production-based, and as such, if this rule book does not specifically say that you can do something, then you must consider that the change or modification is illegal.

If in doubt, check with tech to be pre-approved by CORR officials in writing. Tech@CORRacing.com

Powertrain and Fuel System

Engine: 200cc, OEM engine must be used. Modifications of any kind are NOT allowed. Engine must remain 100% OEM stock, including all internal components. Boring, stroking, replating, blueprinting, cryo-heating are NOTcryo-heating are NOT permitted

Year, make, and model requirement- Mixing newer/ older parts into the engine or intake system is not permitted. All components must match the original year, make, model specifications.

Porting, polishing, milling, or machining of any type to any OEM part is not permitted, including cylinder head and gasket.

Any modifications to OEM engine configuration will result in automatic disqualification.

Fuel Requirement- VP UTV96 – No additives or manipulation to manufacturer specifications

ECU: Aftermarket ECU is not allowed. ECU flashing will be available by USAC / Tech and will be the only tune allowed in this class. The tune will be tuned for UTV96 and speed / rev limiter increase.

AiM Solo 2 DL or Micron V will be required to be installed for data logging post tech.

Intake: The throttle body through the cylinder head must remain stock, including fuel injectors and fuel rail.

Air Filter- aftermarket can be used

Intake to throttle body to air cleaner to remain OEM

Superchargers, turbochargers, or nitrous systems are NOT allowed.

Fuel system, OEM fuel pump replacements permitted. Aftermarket fuel pumps must maintain OEM fuel pump pressure. Must retain OEM fuel regulator.

Exhaust: Aftermarket exhaust systems are allowed.

Drivetrain and Suspension

Transmission:

Must have Reverse and High Gear

Polishing, milling, cryo-heating, or machining of any type to any OEM part is not permitted.

Final Drive Gear: Sprocket changes are permitted

Tires: Tire size must not exceed stock tire size of 24"

Clutching: Clutch changes are permitted. Must retain OEM-style clutches; may replace pulleys, variator, springs and sheaves.

Suspension: All A-arm mounting and leverage points must remain in the stock location and position as delivered from the manufacturer.

Modification is allowed to OEM shocks, including internal parts, and/or complete aftermarket shocks.

Can use commercially available aftermarket A arms / Long travel kit. No custom builds.

Chassis, Safety and Administration

Seats: Aftermarket seats are allowed for driver fitment; must remain a 2-seat chassis.

Driver seat must be mounted on stock seat bar and remain within 2 in. from left to right from the stock mounting location.

No passengers allowed.

Chassis: All vehicles must utilize the stock chassis. The chassis must retain the stock width, length, and configuration as produced by the manufacturer, no removing of any parts of the chassis without written approval from CORR. Any repairs or reinforcements must be pre-approved by CORR.

Unnecessary tabs and brackets on OEM chassis may be removed if pre-approved in writing by CORR officials.

Aftermarket roll cage required. Roll cage must be a minimum of 1.25 x .095 DOM tubing.

Driver's roof – Must have a cross bar to protect from top impact

Skid Plate: Must have a skid plate covering driver compartment area.

Window nets: Driver window net is mandatory. Must cover entire driver window opening.

It is highly recommended but not mandatory to replace rear firewall. If the firewall is replaced, the minimum safety requirements are .063 min aluminum, no openings permitted. Firewall must cover at least 3" above the highest point of the motor (i.e., top of main frame above motor between B pillars is acceptable)

Vehicle Appearance: must maintain the stock appearance regarding plastics.

Must have front fascia and rear fenders

Rear box area can be removed.

Finishers: All competitors must report to Tech immediately after qualifying and the conclusion of each race.

Class 2 170 Limited

Age Eligibility: 5- 12
Eligible Vehicles: Polaris RZR 170, ACE 150. EFI engine.
Weight Restriction: 650 lbs.
Displacement: Maximum 170cc
Fuel Requirements: VP UTV96

Class Intent: This class is intended for a beginner or limited-experience racer. This class is a limited modification stock class. It allows only safety-related upgrades and maintains small limitations on performance modifications. Vehicles must remain as close to stock as possible. Vehicles must be a standard manufacturer production model that is currently available to the public in the USA. All new models/brands are subject to series pre-approval processes which may include (but are not limited to) inspection, track time, and data collection before being deemed legal for competition. To be considered for approval for CORR during the 2026-2027 season, all new models must be available and on dealership floors at least 30 days before the first national event.

These Side-by-Side (SxS) classes are production-based, and as such, if this rule book does not specifically say that you can do something, then you must consider that the change or modification is illegal.

If in doubt, check with tech to be pre-approved by CORR officials in writing.

Powertrain and Fuel System

Engine: 170cc engine or 150cc OEM engine must be used. Modifications of any kind are NOT allowed. Engine must remain 100% OEM stock, including all internal components - boring, stroking, replating, blueprinting, cryo-heating are NOT permitted

Year, make, and model requirement- Mixing newer/ older parts into the engine or intake system is not permitted. All components must match the original year, make, model specifications.

Porting, polishing, milling, or machining of any type to any OEM part is not permitted, including cylinder head and gasket

Any modifications to OEM engine configuration will result in automatic disqualification.

No machined or custom-created parts.

ECU: Aftermarket ECU is not allowed. ECU flashing is allowed. Piggyback fuel tuners ARE allowed

Intake: The throttle body through the cylinder head must remain stock, including fuel injectors and fuel rail.

Air Filter and intake to throttle body can be aftermarket.

Fuel injection is required: Carbureted engines are not eligible, and no carburetor-model engine, intake, or fuel-system component may be used on a fuel-injected engine.

Superchargers, turbochargers, or nitrous systems are NOT allowed.

Exhaust: Aftermarket exhaust systems are allowed.

Drivetrain and Suspension

Transmission: 170

Must have Reverse and High Gear

Aftermarket billet transmission casing is allowed.

OEM transmission casing may be reinforced, including pinion bracing.

Aftermarket center cap is allowed.

170 Final Drive gearing, specifically the front or rear sprocket, must remain stock 12 front and 32 rear sprockets.

Tires: RZR 170 21" max diameter - No limited production or specialty tires allowed.

Clutching: Clutch changes are permitted. Must retain OEM-style clutches, may replace pulleys, variator, springs, sheaves and weights.

Suspension: All A-arm mounting and leverage points must remain in the stock location and position as delivered from the manufacturer. Modification is allowed to OEM shocks, including internal parts, and/or complete aftermarket shocks. May have Aftermarket A-Arms – **NO Dual A-Arms** Commercially available aftermarket swing arms / trailing arms are allowed. Commercially available long travel kits are allowed. No custom builds.

Brakes: Brakes must be stock and functional as delivered from the manufacturer, e.g., Polaris 170 (2) front calipers and (1) rear caliper. Brake bias adjusters are illegal.

Steering: Aftermarket steering racks allowed. Aftermarket tie rods allowed

Chassis, Safety and Administration

Seats: Aftermarket seats are allowed for driver fitment; must remain a 2-seat chassis.

Driver seat must be mounted on stock seat bar and remain within 2 in. from left to right from the stock mounting location.

No passengers allowed.

Chassis: All vehicles must utilize the stock chassis and maintain stock appearance. The stock chassis is defined as the main lower rails running along the inner sides of the SxS and the front and rear tubes that connect them. The chassis may be modified for durability and strength but must retain the stock width, length, and configuration. Any modifications or repairs must be pre-approved by CORR officials in writing.

Unnecessary tabs and brackets on OEM chassis may be removed if pre-approved in writing by CORR officials.

Aftermarket roll cage required. Roll cage must be a minimum of 1.25 x .095 DOM tubing.

Driver's roof – Must have a cross bar to protect from top impact

Window nets: Driver window net is mandatory. Must cover entire driver window opening.

Vehicle Appearance: must maintain the stock appearance regarding plastics.

Must have front fascia and rear fenders

Rear box area can be removed.

Skid Plate: Must have a skid plate covering driver compartment area.

Finishers: All competitors must report to Tech immediately after qualifying and the conclusion of each race.

Class 3 170 Modified

Age Eligibility: 8-12
Eligible Vehicles: Polaris RZR 170, RZR 200 (180cc), ACE 150. EFI engine.
Weight Restriction: 650 lbs.
Displacement: Maximum 170cc (2022 Polaris RZR200 Maximum 180cc.)
Fuel Requirements: VP UTV96

Class Intent: This class is intended for the seasoned racer with modifications that do not allow the vehicle to race in another OEM-based stock class. Modifications are limited to only what is mentioned in the class-specific rules. Class is age restricted but can be evaluated based on individual driver data obtained by series

officials to allow a driver to race in this class; this request must be done in writing prior to registration and must receive written approval from the series.

These Side-by-Side (SxS) classes are production-based, and as such, if this rule book does not specifically say that you can do something, then you must consider that the change or modification is illegal.

If in doubt, check with tech to be pre-approved by CORR officials in writing.

Powertrain and Fuel System

Engine Modifications: Modifications of any kind are NOT allowed. Engine must remain 100% OEM stock, including all internal components - boring, stroking, replating, blueprinting, cryo-heating are NOT permitted

Year, make, and model requirement- Mixing newer/ older parts into the engine or intake system is not permitted. All components must match the original year, make, model specifications.

Porting, polishing, milling, or machining of any type to any OEM part is not permitted, including cylinder head and gasket

Any modifications to OEM engine configuration will result in automatic disqualification.

ECU: Aftermarket ECU is allowed. ECU flashing is allowed. Piggyback fuel tuners are allowed

Intake: The throttle body through the cylinder head must remain stock, including fuel injectors.

Intake filters can be upgraded. Air Filter and intake to throttle body can be aftermarket

Fuel injection is required: Carbureted engines are not eligible, and no carburetor-model engine, intake, or fuel-system component may be used on a fuel-injected engine.

Superchargers, turbochargers, or nitrous systems are NOT allowed.

Exhaust: Aftermarket exhaust systems are allowed.

Drivetrain and Suspension

Transmission:

Must have Reverse and High Gear

Aftermarket billet transmission casing is allowed.

OEM transmission casing may be reinforced, including pinion bracing.

Aftermarket center cap is allowed.

Final Drive gearing, specifically the front or rear sprocket, can be upgraded.

Tires:

- Must be an SxS-specific tire
- Minimum tire durometer: 56 Shore A.
- Minimum tread depth 0.375” as per manufacturer specifications
- Tires must be commercially available at the time of competition.
- The Maxxis M-SC1 is unconditionally permitted.

Clutching: Clutch changes are permitted. Must retain OEM-style clutches, may replace pulleys, variator, springs, sheaves and weights.

Suspension: All A-arm mounting points must remain in stock location and position as delivered by the manufacturer.

Modification is allowed to OEM shocks, including internal parts, and/or complete aftermarket shocks.

May have Aftermarket A-Arms. Dual A-Arms are allowed.

Aftermarket swing arms are allowed.

Long travel kits are allowed.

Chassis, Safety and Administration

Seats: Aftermarket seats are allowed for driver fitment. Must remain a 2-seat chassis.

Driver seat is open

Chassis: All vehicles must utilize the stock chassis and maintain stock appearance. The stock chassis is defined as the main lower rails running along the inner sides of the SxS and the front and rear tubes that connect them. The chassis may be modified for durability and strength but must retain the stock width, length, and configuration. Any modifications or repairs must be pre-approved by CORR officials in writing.

Custom single-seat chassis are not permitted. A vehicle may be modified to a single center-seat configuration, provided it retains the stock chassis.

Unnecessary tabs and brackets on OEM chassis may be removed if pre-approved in writing by CORR officials.

Aftermarket roll cage. Roll cage must be a minimum of 1.25 x .095 DOM tubing.

Driver's roof – Must have a cross bar to protect from top side impact

Window nets: Driver window net is mandatory. Must cover entire driver window opening. Single seat must be both sides.

Vehicle Appearance: Must maintain the stock appearance of the plastics, including front fascia, front fenders, and rear fenders. The rear box area may be removed.

Skid Plate: Must have a skid plate covering driver compartment area.

Finishers: All competitors must report to Tech immediately after qualifying and the conclusion of each race.

Class 4 570 Modified

Age Eligibility: 8-16
Eligible Vehicles: UTV Production Vehicles
Weight Restriction: 1350 lbs.
Displacement: Maximum 800cc – Big Bore Kits allowed for 570cc engines
Fuel Requirements: VP UTV96

Class Intent: This class is intended as a step to move into a larger, heavier vehicle in preparation for racing with older youth in more modified classes. Modifications are limited to only what is mentioned in the class-specific rules. Class is age restricted but can be evaluated based on individual driver data obtained by series officials to allow a driver to race in this class; this request must be done in writing prior to registration and must receive written approval from the series.

These Side-by-Side (SxS) classes are production-based, and as such, if this rule book does not specifically say that you can do something, then you must consider that the change or modification is illegal.

If in doubt, check with tech to be pre-approved by CORR officials in writing.

Powertrain and Fuel System

Engine Modifications: Allowed – stock engine center cases must remain

ECU: Aftermarket ECU is allowed. ECU flashing is allowed

Intake: Modification allowed – Superchargers, turbochargers, and nitrous systems are NOT allowed.

Exhaust: Aftermarket exhaust systems are allowed.

Drivetrain and Suspension

Transmission: Vehicle-model-specific OEM cases required, modifications allowed.

Tires:

- Must be an SxS-specific tire
- Max diameter of 32"
- Minimum tire durometer: 56 Shore A.
- Minimum tread depth 0.375" as per manufacturer specifications

- Tires must be commercially available at the time of competition.
- The Maxxis M-SC1 is unconditionally permitted.

Clutching: Aftermarket clutches are allowed

Suspension: All stock suspension mounting points must remain in the stock location

Aftermarket stabilizer bars are allowed. Mounting locations can be modified and relocated.

Chassis, Safety and Administration

Seats: Single seat allowed.

Chassis: All vehicles must utilize the stock chassis and maintain stock appearance. The stock chassis is defined as the main lower rails running along the inner sides of the SxS and the front and rear tubes that connect them. The chassis may be modified for durability and strength but must retain the stock width, length, and configuration.

Roll Cage: An aftermarket roll cage is required and must use a minimum of 1.5 x .095 DOM tubing. Driver-compartment tubes must be double-shear mounted. A minimum of 3 inches of clearance is required between the driver's head and cage. A roof crossbar is required for top-impact protection.

Window nets: All manufacturers – Driver window net is mandatory. Must cover entire driver window opening. Single seat must be on both sides.

Vehicle Appearance: Must maintain the stock appearance of the plastics, including front fascia, front fenders, and rear fenders. The rear box area may be removed.

Skid Plate: Must have a skid plate covering driver compartment area.

Finishers: All competitors must report to Tech immediately after qualifying and the conclusion of each race.

Class 5 1000 Restricted

Age Eligibility: 10-16
Eligible Vehicles: Polaris RZR XP1000 or RS1
Weight Restriction: 1650 lbs.
Displacement: Maximum 1000cc NA
Fuel Requirements: VP UTV96

Class Intent: This class is intended to remain a stock class as well as a beginner/amateur-oriented class starting to race in a larger vehicle. It allows only safety-related upgrades and maintains strict limitations on performance modifications. Vehicles must remain as close to stock as possible.

These Side-by-Side (SxS) classes are production-based, and as such, if this rule book does not specifically say that you can do something, then you must consider that the change or modification is illegal.

If in doubt, check with tech to be pre-approved by CORR officials in writing.

Powertrain and Fuel System

Engine Modifications: Modifications of any kind are NOT allowed. Engine must remain 100% OEM stock, including all internal components - boring, stroking, replating, blueprinting, cryo-heating are NOT permitted

Year, make, and model requirement- Mixing newer/ older parts into the engine or intake system is not permitted. All components must match the original year, make, model specifications.

All engine components must be OEM; billet or aftermarket components are not permitted.

No mix matching newer model parts to engine or intake system.

Porting, polishing, milling, or machining of any type to any OEM part is not permitted, including cylinder head and gasket

Any modifications to OEM engine configuration will result in automatic disqualification.

ECU: Aftermarket ECU is NOT allowed. ECU flashing is allowed.

Fuel System-

Tank - OEM fuel tank is allowed with no modifications allowed.

Fuel Cell - Aftermarket fuel cells are allowed.

Fuel Pump – OEM fuel pump required; no modifications allowed.

Intake System: must remain OEM (no modifications allowed)

Fuel injectors - OEM fuel injectors are required; modified injectors and turbo-related components or parts are not permitted.

Fuel rail – Aftermarket fuel rail is allowed as long as it serves no other purpose other than to supply the fuel injectors with fuel provided.

Intake Plenum – OEM air intake plenum required, including air box. Aftermarket stock-type air filter elements ARE allowed.

Superchargers, turbochargers, or nitrous systems are NOT allowed.

Exhaust System: Aftermarket exhaust systems are allowed.

Drivetrain and Suspension

Transmission: Vehicle-model-specific OEM cases required; must retain all OEM gear sets. (e.g., must have Reverse, Low, and High Gear)

Rebuilding- New bearings/ seals allowed.

Gears cannot be altered or modified; they must remain stock.

Tires:

- Must be an SxS-specific tire
- Max diameter of 32”
- Minimum tire durometer: 56 Shore A.
- Minimum tread depth 0.375” as per manufacturer specifications
- Tires must be commercially available at the time of competition.
- The Maxxis M-SC1 is unconditionally permitted.

Clutching: Aftermarket clutches are allowed

Suspension: All stock suspension mounting points must remain in the stock location

Aftermarket stabilizer bars are allowed. Mounting locations can be modified and relocated.

Chassis, Safety and Administration

Seats: Driver seat must remain in the stock mounting location but can be lowered and moved back for cage and driver head height.

Must be a minimum of three inches of clearance between the highest point on the helmet and closest point on the cage.

Chassis: All vehicles must utilize the stock chassis and maintain stock appearance. The stock chassis is defined as the main lower rails running along the inner sides of the SxS and the front and rear tubes that connect them. The chassis may be modified for durability and strength but must retain the stock width, length, and configuration.

Custom single-seaters are not allowed

Roll Cage: An aftermarket roll cage is required and must use a minimum of 1.5 x .095 DOM tubing. Driver-compartment tubes must be double-shear mounted. A minimum of 3 inches of clearance is required between the driver's head and cage. A roof crossbar is required for top-impact protection.

Skid Plate: Must have a skid plate covering driver compartment area.

Window nets: All manufacturers – Driver window net is mandatory. Must cover entire driver window opening. Single seat must be both sides.

Vehicle Appearance: Must maintain the stock appearance of the plastics, including front fascia, front fenders, and rear fenders. The rear box area may be removed.

Finishers: All competitors must report to Tech immediately after qualifying and the conclusion of each race.

Restrictor Plate: must use one of the restrictor plates below:

- **Weller:** Polaris RS1 / XP1000 Intake Restrictor - CORR Series-30025
- **Sparks:** Sparks Racing Intake Restrictor, Polaris RS1/ RZR 1000 XP | Sparks Racing
- **2025 Polaris XP 1000** restrictor plates are being made.
- Restrictor must be installed per the manufacturer's instructions

Class 6 Youth NA

Age Eligibility: 12-17
Eligible Vehicles: Production NA UTV Vehicle – 2026 or older
Weight Restriction: 1650 lbs.
Displacement: Maximum 1000cc NA
Fuel Requirements: VP UTV96

Class Intent: This class is intended to remain a stock class by appearance. It allows only safety-related upgrades and allows some limitations on performance modifications. Vehicles must remain as close to stock as possible.

These Side-by-Side (SxS) classes are production-based, and as such, if this rule book does not specifically say that you can do something, then you must consider that the change or modification is illegal.

If in doubt, check with tech to be pre-approved by CORR officials in writing.

Powertrain and Fuel System

Engine Modifications: Modifications of any kind are NOT allowed. Engine must remain 100% OEM stock, including all internal components - boring, stroking, replating, blueprinting, cryo-heating are NOT permitted

Year, make, and model requirement- Mixing newer/ older parts into the engine or intake system is not permitted. All components must match the original year, make, model specifications.

Porting, polishing, milling, or machining of any type to any OEM part is not permitted, including cylinder head and gasket

Any modifications to OEM engine configuration will result in automatic disqualification.

ECU: Aftermarket ECU is NOT allowed. ECU flashing is allowed.

Fuel System-

Tank - OEM fuel tank is allowed with no modifications allowed.

Fuel Cell - Aftermarket fuel cells are allowed.

Fuel Pump – OEM fuel pump required; no modifications allowed.

Intake System: Throttle body / plenum must remain OEM.

Air filter and air box – Modifications allowed.

Fuel injectors - OEM fuel injectors are required; modified injectors and turbo-related components or parts are not permitted.

Fuel rail – Aftermarket fuel rail is allowed as long as it serves no other purpose other than to supply the fuel injectors with fuel provided.

Intake Plenum – Aftermarket-type air filter elements ARE allowed.

Superchargers, turbochargers, or nitrous systems are NOT allowed.

Exhaust: Aftermarket exhaust systems are allowed.

Drivetrain and Suspension

Transmission: Vehicle-model-specific OEM cases required; must retain all OEM gear sets. (e.g., must have Reverse, Low, and High Gear)

Rebuilding- New bearings/ seals allowed.

Gears cannot be altered or modified; they must remain stock.

Tires:

- Must be an SxS-specific tire
- Max diameter of 32”
- Minimum tire durometer: 56 Shore A.
- Minimum tread depth 0.375” as per manufacturer specifications
- Tires must be commercially available at the time of competition.
- The Maxxis M-SC1 is unconditionally permitted.

Clutching: Aftermarket clutches are allowed

Suspension: All stock suspension mounting points must remain in the stock location

Aftermarket stabilizer bars are allowed. Mounting locations can be modified and relocated.

Chassis, Safety and Administration

Seats: Driver seat must remain in the stock mounting location but can be lowered and moved back for cage and driver head height.

Must be a minimum of three inches of clearance between the highest point on the helmet and closest point on the cage.

Chassis: All vehicles must utilize the stock chassis and maintain stock appearance. The stock chassis is defined as the main lower rails running along the inner sides of the SxS and the front and rear tubes that connect them. The chassis may be modified for durability and strength but must retain the stock width, length, and configuration.

Custom single-seaters are not allowed

Roll Cage: An aftermarket roll cage is required and must use a minimum of 1.5 x .095 DOM tubing. Driver-compartment tubes must be double-shear mounted. A minimum of 3 inches of clearance is required between the driver's head and cage. A roof crossbar is required for top-impact protection.

Skid Plate: Must have a skid plate covering driver compartment area.

Window nets: All manufacturers – Driver window net is mandatory. Must cover entire driver window opening. Single seat must be both sides.

Vehicle Appearance: must maintain the stock appearance regarding plastics.

Must have front fascia/front fenders and rear fenders

Rear box area can be removed

Finishers: All competitors must report to Tech immediately after qualifying and the conclusion of each race.

No billet or aftermarket parts allowed on motor

Class 7 Sportsman SXS

Age Eligibility: 16+
Eligible Vehicles: UTV NA / FI
Weight Restriction: see details
Displacement: see details
Fuel Requirements: VP UTV96

Class Intent: Class is intended to be a beginner/amateur class based on age before entering an amateur or advanced class. A production-based Sportsman class supporting both naturally aspirated and forced-induction configurations in one race, except where a configuration-specific rule states otherwise. This class is based on OEM specifications based on production year.

Naturally Aspirated

Eligible Vehicles: Naturally aspirated production vehicles.

Minimum Weight: 1650 lb.

Displacement: Maximum 1,000cc naturally aspirated.

Induction: Nitrous systems are prohibited.

Powertrain and Fuel System

Engine Modifications: Modifications of any kind are NOT allowed. Engine must remain 100% OEM stock, including all internal components - boring, stroking, replating, blueprinting, cryo-heating are NOT permitted

Year, make, and model requirement- Mixing newer/ older parts into the engine or intake system is not permitted. All components must match the original year, make, model specifications.

Porting, polishing, milling, or machining of any type to any OEM part is not permitted, including cylinder head and gasket

Any modifications to OEM engine configuration will result in automatic disqualification.

ECU: Aftermarket ECU is NOT allowed. ECU flashing is permitted.

Fuel System-

Tank - OEM fuel tank is allowed with no modifications allowed.

Fuel Cell - Aftermarket fuel cells are allowed.

Fuel Pump – OEM fuel pump required; no modifications allowed.

Intake System: Throttle body / plenum must remain OEM.

Air filter and air box – Modifications allowed.

Fuel injectors - OEM fuel injectors are required; modified injectors and turbo-related components or parts are not permitted.

Fuel rail – Aftermarket fuel rail is allowed as long as it serves no other purpose other than to supply the fuel injectors with fuel provided.

Intake Plenum – Aftermarket-type air filter elements ARE allowed.

Superchargers, turbochargers, or nitrous systems are NOT allowed.

Exhaust: Aftermarket exhaust systems are permitted.

Forced-Induction Vehicles

Eligible Vehicles: Forced-induction production vehicles, Can-Am X3 including Kawasaki H2, CFMOTO Z10, Pro R naturally aspirated; “Pro-R Turbo” is not allowed.

Minimum Weight: 2,000 lb.

Displacement: Maximum 1,000cc forced induction or 2,000cc naturally aspirated.

Induction: Only OEM turbocharger or supercharger systems matching the vehicle year, make, and model are permitted. Aftermarket forced-induction units, and modifications to OEM forced-induction units, are not permitted. Nitrous systems are prohibited.

Intake: Aftermarket intake may be relocated using OEM protocols. The intake ports and throttle bodies may not be modified in any way. OEM CAN bus ECU boost protocols must be maintained. Intake mounting to head must maintain OEM configurations. All intakes are subject to USAC/CORR approval, and any decision disqualifying an intake is final and not subject to appeal.

Drivetrain and Suspension

Transmission: OEM gear sets must remain installed. Rebuilding with new bearings and seals is permitted. Gears may not be altered or modified.

Tires:

- Must be an SxS-specific tire
- Max diameter of 32”
- Minimum tire durometer: 56 Shore A.
- Minimum tread depth 0.375” as per manufacturer specifications
- Tires must be commercially available at the time of competition.
- The Maxxis M-SC1 is unconditionally permitted.

Clutching: Aftermarket clutches are allowed

Suspension: Stock suspension mounting points must remain in their original locations. Aftermarket stabilizer bars are permitted; mounting locations may be modified or relocated.

Chassis, Safety and Administration

Seats and Driver Position: The driver's seat must remain in the stock mounting location but may be lowered or moved rearward for cage clearance and driver head height. A minimum of 3 inches of helmet clearance is required.

Chassis: The stock chassis and main lower frame rails must be retained. Custom single-seat chassis is prohibited. Durability modifications are permitted provided the stock width, length, and configuration are retained.

Roll Cage: An aftermarket roll cage is required and must use a minimum of 1.5 x .095 DOM tubing. Driver-compartment tubes must be double-shear mounted. A minimum of 3 inches of clearance is required between the driver's head and cage. A roof crossbar is required for top-impact protection.

Window Nets: Driver window nets are mandatory and must cover the entire opening; both sides are required for a single-seat configuration.

Vehicle Appearance: The stock appearance must be maintained, including front fascia, front fenders, and rear fenders. The rear box area may be removed.

Skid Plate: Must have a skid plate covering driver compartment area.

Finishing Requirement: Competitors must report to Tech immediately after qualifying and after each race.

Prohibited Parts: Billet or other aftermarket engine parts are prohibited.

Approval: If a modification is not specifically addressed, obtain written pre-approval from CORR Tech before competition.

Class 8 Pro-Am Limited

Age Eligibility: 16+
Eligible Vehicles: UTV NA / FI
Weight Restriction: See details
Displacement: see details
Fuel Requirements: VP UTV96

Class Intent: This class is intended for the amateur racer before entering the advanced classes. This class is also intended to remain a stock class by appearance. It allows only safety-related upgrades and allows some limitations on performance modifications. Vehicles must remain as close to stock as possible.

These Side-by-Side (SxS) classes are production-based, and as such, if this rule book does not specifically say that you can do something, then you must consider that the change or modification is illegal.

If in doubt, check with tech to be pre-approved by CORR officials in writing.

Naturally Aspirated

Eligible Vehicles: Naturally aspirated production vehicles.

Minimum Weight: 1650 lb.

Displacement: Maximum 1,000cc naturally aspirated.

Induction: Nitrous systems are NOT allowed.

Fuel System-

Tank - OEM fuel tank is allowed with no modifications allowed.

Fuel Cell - Aftermarket fuel cells are allowed.

Fuel Pump – OEM fuel pump required; no modifications allowed.

Intake System: Throttle body / plenum must remain OEM.

Air filter and air box – Modifications allowed.

Fuel injectors - OEM fuel injectors are required; modified injectors and turbo-related components or parts are not permitted.

Fuel rail – Aftermarket fuel rail is allowed as long as it serves no other purpose other than to supply the fuel injectors with fuel provided.

Intake Plenum – Aftermarket-type air filter elements ARE allowed.

Superchargers, turbochargers, or nitrous systems are NOT allowed.

Forced-Induction

Eligible Vehicles: Forced-induction production vehicles, Can-Am X3 including Kawasaki H2, CFMOTO Z10, Pro R naturally aspirated; “Pro-R Turbo” is not allowed.

Minimum Weight: 2,000 lb.

Displacement: Maximum 1,000cc forced induction or 2,000cc naturally aspirated.

Induction: Only OEM turbocharger or supercharger systems matching the vehicle year, make, and model are permitted. Aftermarket forced-induction units, and modifications to OEM forced-induction units, are not permitted. Nitrous systems are prohibited.

Intake: Aftermarket intake may be relocated using OEM protocols. The intake ports and throttle bodies may not be modified in any way. OEM CAN bus ECU boost protocols must be maintained. Intake mounting to head must maintain OEM configurations. All intakes are subject to USAC/CORR approval, and any decision disqualifying an intake is final and not subject to appeal.

Fuel System-

Tank - OEM fuel tank is allowed with no modifications allowed.

Fuel Cell - Aftermarket fuel cells are allowed.

Fuel Pump – OEM fuel pump required; no modifications allowed.

Powertrain and Fuel System

Engine Modifications: Vehicle-model-specific OEM cases required; modifications of any kind are NOT allowed. Engine must remain 100% OEM stock, including all internal components - boring, stroking, replating, blueprinting, cryo-heating are NOT permitted

Year, make, and model requirement- Mixing newer/ older parts into the engine or intake system is not permitted. All components must match the original year, make, model specifications.

Porting, polishing, milling, or machining of any type to any OEM part is not permitted, including cylinder head and gasket

Any modifications to OEM engine configuration will result in automatic disqualification.

ECU: Aftermarket ECU is NOT allowed. ECU flashing is allowed.

Intake: The throttle body through the cylinder head must remain stock, including fuel injectors.

OEM fuel injectors are required; OEM fuel rail is required. Modified injectors and turbo-related components or parts are not permitted.

Aftermarket stock-type air filter elements ARE allowed.

Superchargers, turbochargers, or nitrous systems are NOT allowed.

Exhaust: Aftermarket exhaust systems are allowed.

Drivetrain and Suspension

Transmission: Vehicle-model-specific OEM cases required; must retain all OEM gear sets. (e.g., must have Reverse, Low, and High Gear)

Rebuilding- New bearings/ seals allowed.

Gears cannot be altered or modified; they must remain stock.

Tires:

- Must be an SxS-specific tire
- Max diameter of 32”
- Minimum tire durometer: 56 Shore A.
- Minimum tread depth 0.375” as per manufacturer specifications
- Tires must be commercially available at the time of competition.
- The Maxxis M-SC1 is unconditionally permitted.

Clutching: Aftermarket clutches are allowed

Suspension: All stock suspension mounting points must remain in the stock location

Aftermarket stabilizer bars are allowed. Mounting locations can be modified and relocated.

Chassis, Safety and Administration

Seats: Driver seat must remain in the stock mounting location but can be lowered and moved back for cage and driver head height.

Must be a minimum of three inches of clearance between the highest point on the helmet and closest point on the cage.

Chassis: All vehicles must utilize the stock chassis and maintain stock appearance. The stock chassis is defined as the main lower rails running along the inner sides of the SxS and the front and rear tubes that connect them. The chassis may be modified for durability and strength but must retain the stock width, length, and configuration.

Custom single-seaters are not allowed

Roll Cage: An aftermarket roll cage is required and must use a minimum of 1.5 x .095 DOM tubing. Driver-compartment tubes must be double-shear mounted. A minimum of 3 inches of clearance is required between the driver's head and cage. A roof crossbar is required for top-impact protection.

Skid Plate: Must have a skid plate covering driver compartment area.

Window nets: All manufacturers – Driver window net is mandatory. Must cover entire driver window opening. Single seat must be both sides.

Vehicle Appearance: must maintain the stock appearance regarding plastics. Must have front fascia and rear fenders.

Must have front fascia/front fenders and rear fenders

Rear box area can be removed

Finishers: All competitors must report to Tech immediately after qualifying and the conclusion of each race.

No billet or aftermarket parts allowed on motor

Class 9 Pro-Am Modified

Age Eligibility: 16+
Eligible Vehicles: UTV NA / FI
Weight Restriction: See details
Displacement: See details
Fuel Requirements: Modified fuels allowed

Class Intent: This class is intended for the amateur racer before entering the advanced classes. This class is also intended to remain a stock class by appearance. It allows only safety-related upgrades and allows performance modifications. Vehicles must remain as close to stock as visually possible.

These Side-by-Side (SxS) classes are production-based, and as such, if this rule book does not specifically say that you can do something, then you must consider that the change or modification is illegal.

If in doubt, check with tech to be pre-approved by CORR officials in writing.

Naturally Aspirated

Eligible Vehicles: Naturally aspirated production vehicles.

Minimum Weight: 1650 lb.

Displacement: Maximum 1,000cc naturally aspirated.

Induction: Nitrous systems are prohibited.

Forced-Induction

Eligible Vehicles: Forced-induction production vehicles, Can-Am X3 including Kawasaki H2, CFMOTO Z10, Pro R naturally aspirated; “Pro-R Turbo” is not allowed.

Minimum Weight: 2,000 lb.

Displacement: Maximum 1,000cc forced induction or 2,000cc naturally aspirated.

Induction: OEM turbocharger and supercharger systems are permitted. OEM and aftermarket OEM-style cast exhaust manifolds designed for turbocharger applications are permitted, including when used with aftermarket turbochargers. All cast exhaust manifolds must remain unmodified. **Aftermarket fabricated or tubular turbo exhaust manifolds are prohibited.** Modifications to OEM forced-induction units and nitrous oxide systems are prohibited.

What this allows and prohibits

Component	Permitted?

Factory OEM cast turbo manifold	Yes
Aftermarket OEM-style cast turbo manifold	Yes
Aftermarket turbocharger with OEM cast manifold	Yes
Aftermarket turbocharger with aftermarket OEM-style cast manifold	Yes
Fabricated or tubular turbo manifold	No
Modified cast turbo manifold	No

Powertrain and Fuel System

Engine Modifications: Vehicle-model-specific OEM cases required

ECU: Open aftermarket ECU is allowed.

Exhaust: Aftermarket exhaust systems are allowed.

Fuel: Modified fuels allowed.

Drivetrain and Suspension

Transmission: Vehicle-model-specific OEM cases required, modifications allowed

Tires:

- Must be an SxS-specific tire
- Max diameter of 32”
- Minimum tire durometer: 56 Shore A.
- Minimum tread depth 0.375” as per manufacturer specifications
- Tires must be commercially available at the time of competition.
- The Maxxis M-SC1 is unconditionally permitted.

Clutching: Aftermarket clutches are allowed

Suspension: All stock suspension mounting points must remain in the stock location

Aftermarket stabilizer bars are allowed. Mounting locations can be modified and relocated.

Chassis, Safety and Administration

Seats: Driver seat must remain in the stock mounting location but can be lowered and moved back for cage and driver helmet height.

Chassis: All vehicles must utilize the stock chassis and maintain stock appearance. The stock chassis is defined as the main lower rails running along the inner sides of the SxS and the front and rear tubes that connect them. The chassis may be modified for durability and strength but must retain the stock width, length, and configuration.

Custom single-seaters are not allowed

Roll Cage: An aftermarket roll cage is required and must use a minimum of 1.5 x .095 DOM tubing. Driver-compartment tubes must be double-shear mounted. A minimum of 3 inches of clearance is required between the driver's head and cage. A roof crossbar is required for top-impact protection.

Window nets: All manufacturers – Driver window net is mandatory. Must cover entire driver window opening. Single seat must be both sides.

Vehicle Appearance: Must maintain the stock appearance of the plastics, including front fascia, front fenders, and rear fenders. The rear box area may be removed.

Skid Plate: Must have a skid plate covering driver compartment area.

Finishers: All competitors must report to Tech immediately after qualifying and the conclusion of each race.

All other changes are allowed

Class 10 Pro NA

Age Eligibility: 16+
Competition Level: Advanced
Eligible Vehicles: UTV NA Production Vehicles
Weight Restriction: 1650 lbs.
Honda 1600 lbs.
Displacement: Maximum 1000cc NA
Fuel Requirements: VP UTV96

Class Intent: This class is intended to remain a stock class. It allows only safety-related upgrades and maintains strict limitations on performance modifications. Vehicles must remain as close to stock as possible.

These Side-by-Side (SxS) classes are production-based, and as such, if this rule book does not specifically say that you can do something, then you must consider that the change or modification is illegal.

If in doubt, check with tech to be pre-approved by CORR officials in writing.

Powertrain and Fuel System

Engine Modifications: Vehicle-model-specific OEM cases required; modifications of any kind are NOT allowed. Engine must remain 100% OEM stock, including all internal components - boring, stroking, replating, blueprinting, cryo-heating are NOT permitted

Year, make, and model requirement- Mixing newer/older parts into the engine or intake system is not permitted. All components must match the original year, make, model specifications

Porting, polishing, milling, or machining of any type to any OEM part is not permitted, including cylinder head and gasket

Any modification to OEM engine configuration will result in automatic disqualification.

ECU: Aftermarket ECU is NOT allowed. ECU flashing is allowed.

Fuel System-

Tank - OEM fuel tank is allowed with no modifications allowed.

Fuel Cell - Aftermarket fuel cells are allowed.

Fuel Pump – OEM fuel pump required; no modifications allowed.

Intake System: Throttle body / plenum must remain OEM.

Air filter and air box – Modifications allowed.

Fuel injectors - OEM fuel injectors are required; modified injectors and turbo-related components or parts are not permitted.

Fuel rail – Aftermarket fuel rail is allowed as long as it serves no other purpose other than to supply the fuel injectors with fuel provided.

Intake Plenum – Aftermarket-type air filter elements ARE allowed.

Superchargers, turbochargers, or nitrous systems are NOT allowed.

Exhaust: Aftermarket exhaust systems are allowed.

Drivetrain and Suspension

Transmission: must retain all OEM gear sets. (e.g., must have Reverse, Low, and High Gear)

Rebuilding- New bearings/ seals allowed.

Gears cannot be altered or modified; they must remain stock.

Tires:

- Must be an SxS-specific tire
- Max diameter of 32”
- Minimum tire durometer: 56 Shore A.
- Minimum tread depth 0.375” as per manufacturer specifications
- Tires must be commercially available at the time of competition.
- The Maxxis M-SC1 is unconditionally permitted.

Clutching: Aftermarket clutches are allowed

Suspension: All stock suspension mounting points must remain in the stock location

Aftermarket stabilizer bars are allowed. Mounting locations can be modified and relocated.

Chassis, Safety and Administration

Seats: Driver seat must remain in the stock mounting location but can be lowered and moved back for cage and driver head height.

Chassis: All vehicles must utilize the stock chassis and maintain stock appearance. The stock chassis is defined as the main lower rails running along the inner sides of the SxS and the front and rear tubes that connect them. The chassis may be modified for durability and strength but must retain the stock width, length, and configuration.

Custom single-seaters are not allowed

Roll Cage: An aftermarket roll cage is required and must use a minimum of 1.5 x .095 DOM tubing. Driver-compartment tubes must be double-shear mounted. A minimum of 3 inches of clearance is required between the driver's head and cage. A roof crossbar is required for top-impact protection.

Window nets: All manufacturers – Driver window net is mandatory. Must cover entire driver window opening. Single seat must be both sides.

Vehicle Appearance: Must maintain the stock appearance of the plastics, including front fascia, front fenders, and rear fenders. The rear box area may be removed.

Skid Plate: Must have a skid plate covering driver compartment area.

Finishers: All competitors must report to Tech immediately after qualifying and the conclusion of each race.

No billet or aftermarket parts allowed on motor

Honda performance upgrades:

- Crower cam part# BC0923
- Crower springs part# BC0920S
- Deviation from these parts and their respective numbers will result in a DQ

Class 11 Pro SXS

Age Eligibility: 16+
Competition Level: Advanced
Eligible Vehicles: SXS NA / forced induction Production Vehicles
Weight Restriction:
2000cc NA – 2000 lbs.
1000cc Turbo – 1950 lbs.
Displacement: Maximum 1000cc Forced Induction / 2000cc NA
Fuel Requirements: VP UTV96

Class Intent: This class is intended for a relatively stock-based class. It allows for safety-related upgrades and maintains strict limitations on performance modifications. Vehicles must remain as close to stock as possible.

These Side-by-Side (SxS) classes are production-based, and as such, if this rule book does not specifically say that you can do something, then you must consider that the change or modification is illegal.

If in doubt, check with tech to be pre-approved by CORR officials in writing.

Powertrain and Fuel System

Engine Modifications: Modifications of any kind are NOT allowed. Engine must remain 100% OEM stock, including all internal components - boring, stroking, replating, blueprinting, cryo-heating are NOT permitted

Year, make, and model requirement: Every engine and intake component must be the OEM part for the vehicle's make and model. Substituting a part from a different make or model is not permitted. A part from a different model year is acceptable only if it is the identical OEM part for that make and model.

Porting, polishing, milling, or machining of any type to any OEM part is not permitted, including cylinder head and gasket

Any modifications to OEM engine configuration will result in automatic disqualification.

ECU: Aftermarket ECU is NOT allowed. ECU flashing is allowed.

Fuel System-

Tank - OEM fuel tank is allowed with no modifications allowed.

Fuel Cell - Aftermarket fuel cells are allowed.

Fuel Pump – OEM fuel pump required; no modifications allowed.

Intake System: Aftermarket intake may be relocated using OEM protocols. The intake ports and throttle bodies may not be modified in any way. OEM CAN bus ECU boost protocols must be maintained. Intake mounting to head must maintain OEM configurations. All intakes are subject to USAC/CORR approval, and any decision disqualifying an intake is final and not subject to appeal.

OEM fuel injectors are required; OEM fuel rail is required. Modified injectors and turbo-related components or parts are not permitted. Exception: a plastic OEM fuel rail may be replaced with a metal / billet fuel rail, provided the replacement matches OEM specifications and configuration. No changes to rail dimensions, injector spacing, port size, mounting locations, or fuel routing are permitted.

Aftermarket air filter elements ARE allowed.

Forced Induction: The vehicle must run the unmodified OEM forced-induction device with which it was originally equipped for its year, make, and model.

Nitrous systems are NOT allowed.

Exhaust: Aftermarket exhaust systems are allowed.

Drivetrain and Suspension

Transmission: must retain all OEM gear sets. (e.g., must have Reverse, Low, and High Gear)

Rebuilding- New bearings/ seals allowed

Gears- cannot be altered or modified; they must remain stock

Tires:

- Must be an SxS-specific tire
- Max diameter of 32”
- Minimum tire durometer: 56 Shore A.
- Minimum tread depth 0.375” as per manufacturer specifications
- Tires must be commercially available at the time of competition.
- The Maxxis M-SC1 is unconditionally permitted.

Clutching: Aftermarket clutches are allowed

Suspension: All stock suspension mounting points must remain in the stock location

After market stabilizer bars are allowed. Mounting locations can be modified and relocated.

Chassis, Safety and Administration

Seats: Driver seat must remain in the stock mounting location but can be lowered and moved back for cage and driver head height.

Chassis: All vehicles must utilize the stock chassis and maintain stock appearance. The stock chassis is defined as the main lower rails running along the inner sides of the SxS and the front and rear tubes that connect them. The chassis may be modified for durability and strength but must retain the stock width, length, and configuration.

Custom single-seaters are not allowed

Roll Cage: An aftermarket roll cage is required and must use a minimum of 1.5 x .095 DOM tubing. Driver-compartment tubes must be double-shear mounted. A minimum of 3 inches of clearance is required between the driver's head and cage. A roof crossbar is required for top-impact protection.

Window nets: All manufacturers – Driver window net is mandatory. Must cover entire driver window opening. For a single seat configuration, you must have window nets on both sides.

Vehicle Appearance: Must maintain the stock appearance of plastics, including front fascia, front fenders, and rear fenders. The rear box area may be removed.

Skid Plate: Must have a skid plate covering driver compartment area.

Finishers: All competitors must report to Tech immediately after qualifying and the conclusion of each race.

No billet or aftermarket parts allowed on motor

Yamaha Specific Rules:

- Regulated at 60psi at the rail, 64psi at the pump
- Data recording is mandatory measuring fuel pressure at the rail, boost at the throttle body using the unused port capped by the OEM (will have a diagram for this). Failure to have an active data logger will result in a DQ
- Yamaha OEM Sidewinder Injector x3 Part Number: 8KJ-13761-00-00
- GYTR Cast Exhaust Manifold 2022 Spec Part number: BAS-E4602-V0
- GYTR Turbo 42MM 2022 Spec Part Number: BAS-E46F2-R0
- DLP Supplied Aeromotive Fuel Pump and fuel PSI regulator kit Part Number: DLPFPK
- DLP Supplied Solenoid for Boost Control. Brand: MAC Valves. Part Number 35AA-AAA-DDBA-1BA
- Or, regulated to stock base fuel pressure (3.5 bar) with boost referenced at the regulator. Fuel pressure may not exceed 75 psi. Boost will be logged through the data logger via CAN bus channel using the factory MAP sensor. Failure to have an active data logger will result in a DQ.
- OEM Yamaha Sidewinder Piston Part Number 8KJ-11631-00-00
- OEM Yamaha Sidewinder Rings Part Number 8KJ-11601-01-00
- OEM Yamaha Sidewinder wrist pin Part Number 8KJ-11633-00-00
- OEM Yamaha Sidewinder Connecting Rod Part Number 8KJ-11650-00-00
- OEM Yamaha Sidewinder Head Gasket Part Number 8KJ-11181-00-00
- DLP Supplied 580cc fuel injectors x3 - Part Number DLP-00170
- DLP Supplied Exhaust Manifold with V-band mounting - Part Number DLP-00095
- DLP Supplied 44mm turbo and wastegate actuator - Part Number DLP-80001
- DLP Supplied Aeromotive Fuel Pump and fuel PSI regulator Kit - Part Number DLP-00143 (DLPFPK)
- DLP Supplied Solenoid for Boost Control, Brand: MAC Valves - Part Number DLP-80002 (35AA-AAA-DDBA-1BA)
- Deviation from these parts and their respective numbers will result in a DQ

Class 12 Pro Modified NA

Age Eligibility: 16+
Competition Level: Advanced
Eligible Vehicles: UTV NA Production Vehicles with minimal restrictions
Weight Restriction: 1650 lbs.
Displacement: 1200cc (Pro R/2000cc- not allowed)
Fuel Requirements: Modified fuels allowed

Class Intent: This class is intended for advanced drivers with the option to compete in a modified vehicle.

These Side-by-Side (SxS) classes are production-based, and as such, if this rule book does not specifically say that you can do something, then you must consider that the change or modification is illegal.
If in doubt, check with tech to be pre-approved by CORR officials in writing.

Powertrain and Fuel System

Engine Modifications: Vehicle-model-specific OEM cases required

ECU: Aftermarket ECU is allowed

Intake: Modification allowed – Turbos, superchargers, and nitrous systems are NOT allowed.

Exhaust: Aftermarket exhaust systems are allowed.

Drivetrain and Suspension

Transmission: Vehicle-model-specific OEM cases required, modifications allowed

Tires:

- Max diameter of 32”
- Minimum tire durometer: 56 Shore A.
- Minimum tread depth 0.375” as per manufacturer specifications
- The Maxxis M-SC1 is unconditionally permitted.

Clutching: Aftermarket clutches are allowed

Suspension: All stock suspension mounting points must remain in the stock location

Aftermarket stabilizer bars are allowed. Mounting locations can be modified and relocated.

Chassis, Safety and Administration

Seats: Driver seat must remain in the stock mounting location but can be lowered and moved back for cage and driver head height.

3 inches of head space is required

Chassis: Custom chassis is allowed

Roll Cage: An aftermarket roll cage is required and must use a minimum of 1.5 x .095 DOM tubing. Driver-compartment tubes must be double-shear mounted. A minimum of 3 inches of clearance is required between the driver's head and cage. A roof crossbar is required for top-impact protection.

Window nets: All manufacturers – Driver window net is mandatory. Must cover entire driver window opening. For a single seat configuration, you must have window nets on both sides.

Vehicle Appearance: Must maintain the stock appearance of the plastics, including front fascia, front fenders, and rear fenders. The rear box area may be removed.

Skid Plate: Must have a skid plate covering driver compartment area.

Finishers: All competitors must report to Tech immediately after qualifying and the conclusion of each race.

All other changes are allowed.

Class 13 Pro Modified SXS

Age Eligibility: 16+
Competition Level: Advanced
Eligible Vehicles: UTV forced induction Production Vehicles
Weight Restriction: 1950 lbs.
Displacement: 1000cc FI/2000cc NA
Fuel Requirements: Modified fuels allowed

Class Intent: This class is intended for advanced drivers competing in modified forced-induction vehicles.

These Side-by-Side (SxS) classes are production-based, and as such, if this rule book does not specifically say that you can do something, then you must consider that the change or modification is illegal.
If in doubt, check with tech to be pre-approved by CORR officials in writing.

Powertrain and Fuel System

Engine Modifications: Vehicle-model-specific OEM cases required

ECU: Aftermarket ECU is allowed

Intake: Modification allowed – Nitrous systems are NOT allowed.

Exhaust: Aftermarket exhaust systems are allowed.

Drivetrain and Suspension

Transmission: Vehicle-model-specific OEM cases required, modifications allowed

Tires:

- Max diameter of 32”
- Minimum tire durometer: 56 Shore A.
- Minimum tread depth 0.375” as per manufacturer specifications
- The Maxxis M-SC1 is unconditionally permitted.

Clutching: Aftermarket clutches are allowed

Suspension: All stock suspension mounting points must remain in the stock location

Aftermarket stabilizer bars are allowed. Mounting locations can be modified and relocated.

Chassis, Safety and Administration

Seats: Driver seat must remain in the stock mounting location but can be lowered and moved back for cage and driver head height.

Chassis: Custom chassis is allowed

Roll Cage: An aftermarket roll cage is required and must use a minimum of 1.5 x .095 DOM tubing. Driver-compartment tubes must be double-shear mounted. A minimum of 3 inches of clearance is required between the driver's head and cage. A roof crossbar is required for top-impact protection.

Window nets: All manufacturers – Driver window net is mandatory. Must cover entire driver window opening. Single seat must be on both sides.

Vehicle Appearance: Must maintain the stock appearance of the plastics, including front fascia, front fenders, and rear fenders. The rear box area may be removed.

Skid Plate: Must have a skid plate covering driver compartment area.

Finishers: All competitors must report to Tech immediately after qualifying and the conclusion of each race.

All other changes are allowed.

Class 14 SR1

Age Eligibility: 18+

Eligible Vehicles: Weller Racing SR1 chassis. Yamaha Rhino- and Kawasaki Teryx-based vehicles built before January 1, 2020 are eligible as Grandfathered Vehicles per SR1 Class Rule Book Section 2.4.

Weight Restriction: Minimum 1,600 lbs with driver, per SR1 Class Rule Book

Displacement: Maximum 1000cc NA, stock displacement only. Approved engine: Yamaha YZF-R1, 2004–2014 (grandfathered vehicles per SR1 Class Rule Book Appendix A).

Fuel Requirements: Pump gasoline (maximum E10) or VP UTV96 only, per SR1 Class Rule Book

Class Intent: This class is a spec class built on the SR1 Class platform. Vehicle specifications, including fuel, are governed by the SR1 Class Rule Book, which overrides any conflicting CORR vehicle rule. CORR general rules on safety and competition procedure still apply.

If in doubt, check with tech to be pre-approved by CORR officials in writing.

Powertrain and Fuel System

Intake: Turbos, superchargers, and nitrous systems are NOT allowed.

See SR1 Class Rule Book for details

SR1 Class Rule Book v3.1 (sr1racing.com)

Class 15 Pro Buggy

Age Eligibility: 16+

Competition Level: Advanced

Eligible Vehicles: Pro Buggy

Weight Restriction: Per rules

Minimum water-cooled weight with driver: 1,900 lbs.

Minimum air-cooled weight with driver: 1,580 lbs.

Displacement: Per rules

Max water-cooled engines are limited to displacement of 2400cc

Max air-cooled engines are limited to displacement of 1650cc

Fuel Requirements: VP MS98L

Class Intent: This class is intended for advanced drivers competing in professional short-course buggies. A Pro Buggy is a purpose-built, single-seat, tube-frame buggy powered by a water-cooled engine of up to 2400cc or an air-cooled engine of up to 1650cc.

If in doubt, check with tech to be pre-approved by CORR officials in writing: tech@corracing.com

CORR Rules: This class is aligned with CHAMP Off-Road. A vehicle that is legal under the current CHAMP Off-Road rules for this class is legal at CORR events. CORR applies the CHAMP rules for this class to vehicle performance and safety, including engine, drivetrain, chassis, weight, fuel, and safety equipment. Any CORR-specific rule for this class will be announced in a Tech Bulletin before the event at which it takes effect. Refer to the current CHAMP Off-Road rule book.

Please contact tech@corracing.com if your Pro class vehicle does not meet CHAMP rules or there are concerns about eligibility to race CORR.

Powertrain and Fuel System

Intake: Turbos, superchargers, and nitrous systems are NOT allowed.

Class 16 Pro Lite

Age Eligibility: 16+
Competition Level: Advanced
Eligible Vehicles: Pro Lite
Weight Restriction: Per rules
Spec V-8 trucks and CHAMP Off-Road OEM Platform Engine trucks must weigh a minimum of 3400 pounds.
Minimum front axle weight is 45% of total truck weight.
Displacement: Per rules
Sealed V-8 Spec engine per CHAMP Pro Lite Engine Spec Sheets (e.g., GM LS3 / GM 525RLB 6.2 liter)
Fuel Requirements: VP MS98L
Class Intent: This class is intended for advanced drivers competing in professional short-course Pro Lite trucks: two-wheel-drive compact pickups based on a production model sold in the USA, with make and model approved by CHAMP Off-Road.
If in doubt, check with tech to be pre-approved by CORR officials in writing: tech@corracing.com
CORR Rules: This class is aligned with CHAMP Off-Road. A vehicle that is legal under the current CHAMP Off-Road rules for this class is legal at CORR events. CORR applies the CHAMP rules for this class to vehicle performance and safety, including engine, drivetrain, chassis, weight, fuel, and safety equipment. Any CORR-specific rule for this class will be announced in a Tech Bulletin before the event at which it takes effect. Refer to the current CHAMP Off-Road rule book.
Please contact tech@corracing.com if your Pro class vehicle does not meet CHAMP rules or there are concerns about eligibility to race CORR.

Powertrain and Fuel System

Intake: Turbos, superchargers, and nitrous systems are NOT allowed.

Class 17 Pro Spec

Age Eligibility: 16+
Competition Level: Advanced
Eligible Vehicles: Pro Spec
Weight Restriction: Per rules
Minimum weight is 3000 pounds. Maximum weight for 1 ½ inch chassis is 3200 pounds.
Minimum front axle weight is 45% of total truck weight.
Displacement: Per rules
GM LV1 4.3 liter V6 sealed engine package, from CHAMP Off-Road or its designated supplier
Fuel Requirements: VP MS98L
Class Intent: This class is intended for advanced drivers competing in professional short-course Pro Spec trucks: two-wheel-drive compact pickups based on a production model sold in the USA, with mandated engine and transmission components.
If in doubt, check with tech to be pre-approved by CORR officials in writing: tech@corracing.com
CORR Rules: This class is aligned with CHAMP Off-Road. A vehicle that is legal under the current CHAMP Off-Road rules for this class is legal at CORR events. CORR applies the CHAMP rules for this class to vehicle performance and safety, including engine, drivetrain, chassis, weight, fuel, and safety equipment. Any CORR-specific rule for this class will be announced in a Tech Bulletin before the event at which it takes effect. Refer to the current CHAMP Off-Road rule book.

Please contact tech@corracing.com if your Pro class vehicle does not meet CHAMP rules or there are concerns about eligibility to race CORR.

Powertrain and Fuel System

Intake: Turbos, superchargers, and nitrous systems are NOT allowed.

Class 18 Pro 2

Age Eligibility: 16+

Competition Level: Advanced

Eligible Vehicles: Pro 2

Weight Restriction: Per rules/ Please contact tech@corracing.com

Displacement: Per rules/ Please contact tech@corracing.com

Fuel Requirements: VP MS98L

Class Intent: This class is intended for advanced drivers competing in professional short-course Pro 2 trucks. A Pro 2 is a purpose-built, full-size, two-wheel-drive short-course race truck with a high-horsepower V-8 engine.

If in doubt, check with tech to be pre-approved by CORR officials in writing: tech@corracing.com

CORR Rules: This class is aligned with CHAMP Off-Road. A vehicle that is legal under the current CHAMP Off-Road rules for this class is legal at CORR events. CORR applies the CHAMP rules for this class to vehicle performance and safety, including engine, drivetrain, chassis, weight, fuel, and safety equipment. Any CORR-specific rule for this class will be announced in a Tech Bulletin before the event at which it takes effect. Refer to the current CHAMP Off-Road rule book.

Please contact tech@corracing.com if your Pro class vehicle does not meet CHAMP rules or there are concerns about eligibility to race CORR.

Powertrain and Fuel System

Intake: Turbos, superchargers, and nitrous systems are NOT allowed.