



Championship Off-Road Racing

Official Rule Book
Version 4.6 - Jan. 23rd, 2024

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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, or volunteers.

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.

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 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, the driver, co-driver, the crew, or any other person and have no claim for said damage 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 retain 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, 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 the 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. Any participant or team member engaged in a personal altercation resulting in any physical contact with another individual may be removed from the premises and denied entry for the remainder of the event. Additionally, CORR reserves the right to apply further disciplinary measures based on the gravity of the misconduct, up to and including contacting local law enforcement.
5. There is absolutely NO PLAY RIDING at any CORR event.
6. Anyone under the age of 18 who operates a motorized or electric vehicle, bicycle, scooter, or pit bike on the property must always wear a helmet.
7. Campfires may not be permitted due to local federal and state regulations.
8. It is the entrant's responsibility to follow all applicable laws, regulations, or park/facility policies.
9. All entrants are responsible for the cleanliness of their camping area and pits.
10. 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. If you are identified disposing of or leaving behind hazard material, including empty**

fuel cans or the like, entrant or competitor may face any of the following: disqualification, probation, suspension, fines, position forfeiture, points deduction, or expulsion.

11. 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.
12. 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.

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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 ([Minor Waiver](#)).
3. Competitors seeking to compete in a class outside of their designated age group or skills level must secure **prior** approval from CORR in advance. This approval process requires submitting a competitor resume, detailing prior experience and any race results, that showcase the requisite skill for the desired class.
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:

1. **Reckless driving** - When a driver is operating in an erratic, reckless, careless, negligent manner, or appearance of not being in control or putting others at unnecessary risk. Including deliberate ramming, blocking, or intentional contact with another competitor.
2. **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.
3. **RACE ENTRY FEE** – the fee charged to register for a specific class for an event weekend.
4. **DNF** - A competitor that has started the race but did not take the checkered flag under their own power or completed less than 50% of the laps completed by the winner.

5. **DNS** - A competitor that has not started the race at the drop of the green flag.
6. **DROP RACE** (see “CHAMPIONSHIP”)
 - a. A drop consists of a competitor dropping an event finishing score.
 - b. This includes paid and unpaid races.
7. **BONUS-POINTS** (see “CHAMPIONSHIP”) – additional points a competitor can earn.
8. **DQ** - Disqualification
9. **OEM** - Original Equipment Manufacturer
10. **STOCK** – The OEM Stock components, parts, or whole assemblies such as an engine.
11. **REGISTRATION** – The area where competitors can register for one or more races, pay their associated entry fees, submit protest forms, or otherwise ask questions.
12. **CHECK-IN** – The area typically near or at Registration where competitors that have already submitted and paid their entries fees, check in with CORR personnel to get their Inspection Sheet and other materials related to the event.
13. **TECH** – The official inspection area.
14. **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.
15. **PRE-STAGING** – An area outside of **STAGING** where competitors line up for approval to enter the **STAGING** area.
16. **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.
17. **GO-ZONE** – a coned or otherwise marked area, indicating the section of the race course, where the lead competitor (aka the pole position vehicle) is free to begin the race by accelerating aggressively.

FLAG DEFINITION:

1. **Green Flag (Start/Restart)** - Indicates the start or restart of the race.
2. **Yellow Flag - Caution**, indicates a danger on the course, passing is not allowed. Competitors shall immediately slow to a safe speed and not to exceed a maximum of 25mph. A Safety Zone will be present during any caution flag, a minimum of 100’ before and 50’ past the incident. Extreme care must be taken when track support personnel are in the area. In the event of a full-course caution, a yellow flag will be displayed at the Start/Finish line and throughout the race course. A safety car may enter the track and begin to lead all competitors in a safe manner around the course. All positions shall be maintained, 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 Indicated to a driver that a faster/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. 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 report to TECH and remain until released. A black flag penalty will be displayed at the finish line.
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 your class. And remain there until released by a CORR Official.

RACING COURSES:

1. CORR race courses 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 race course will be clearly designated using methods such as tape, arrows, barriers, fencing, or a well-defined race course line. All races will be a live engine start.

TRACK REGULATIONS:

1. While we aim to provide an excellent spectator experience, it's important to note that the race course 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 race course must be followed. If not posted, the maximum speed limit is 10mph.
3. Spotters are highly recommended, and the use of internal radio communication is permitted between driver/co-driver in the same vehicle and their respected spotter/crew member. No driver-to-driver communication is permitted when on the race course at the same time.
4. A pre-race course inspection may be made available when approved by CORR. Competitors will be permitted to walk the course; no motorized or electric vehicles, to include electric bicycles will be

authorized on the track. If any safety concerns are found during a pre-race inspection, please notify a CORR Official.

5. Marking, cutting, tampering, or otherwise changing the course in any manner is strictly prohibited. Course modifications or markings may only be performed by authorized CORR Officials.
6. All competitors must stay on the designated race course, any deviation or cutting of the race course will result in a penalty. If a competitor leaves the race course at any time for any reason during a race, they shall re-enter the race course 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.
7. Drivers/co-drivers may be removed from competition, qualifying, practice, or testing at any time at the sole discretion of a CORR Official.
8. In the event of a vehicle becoming involved in an incident or becoming disabled on a live race course, 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 chose 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 race course as soon as safely possible and stand by for assistance from CORR track support personnel.
9. During a vehicle recovery or roll-over operation on a live race course, the decision to exit the vehicle during the recovery or flipping process is at the discretion of the driver/co-driver.
10. Competitors may refuse CORR staff assistance in towing or flipping a race vehicle if the vehicle is located safely off the race course 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.
11. 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.
12. If a vehicle is towed off the race course, the race is considered finished, and may not return to the race course. Exemptions to this rule are only if towing is done at a short distance to dislodge from another vehicle or obstacle on the race course.
13. 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.
14. 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 cleared by a doctor prior to returning to competition.

15. Reckless driving will not be tolerated. Reckless driving may include deliberate ramming, blocking, or intentional contact with another team or competitor.
16. Unsportsmanlike conduct will not be tolerated. Any person whose appearance, conduct, associations, or affiliations on or off the track, deemed harmful or not conducive to the best interest of the sport or who exhibit conduct, which 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.

DRIVERS 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 will take place at the end of each Drivers Meeting to ensure attendance.
3. Failure to attend may result in a loss of 2 starting positions or suspension from the event.
4. If a driver is unable to attend, it is the responsibility of the driver to send a member of their crew to stand in for them.
5. Example of topics discussed could be track conditions, staging and starting procedures, flagging, and any other pertinent information that is necessary for the event. If you race more than one day per event, you must attend the Drivers Meeting for each day of racing, which may involve attending 2 driver meetings for the event.

INSPECTION:

1. All race vehicles may be randomly chosen to submit to an Inspection at any time during a race weekend.
2. All competitors and vehicles are required to pass inspection prior to being authorized to enter the staging area and race course. 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.
3. Any required forms, vehicles, equipment, and personnel not accounted for during the inspection may result in a penalty and/or result in a loss of position and you will be placed at the end of the line for inspection.
4. 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.

5. 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.
6. Post-Race Inspections:
 - a. The top five finishers from classes that require Post-Race Inspection, shall immediately report to the inspection area at the completion of their race.
 - b. Failure to report to or leave the inspection area 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.
 - c. 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.
 - d. 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.
 - e. **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.**

PRACTICE:

1. At CORR's discretion, competitors may participate in a practice session.
2. Practice sessions, if offered, will be published in the event schedule.
3. Practice sessions are typically early in the day for the competitors racing that day.
4. Practice sessions may be held the day prior to your race.
5. If you are disqualified from your Practice session, you will start in the back for your upcoming race.

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. 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.
4. For classes that race both Saturday and Sunday
 - a. Your Qualifier will typically be held on Saturday prior to racing.
 - b. The starting order for your Sunday race will be based on your Saturday race results.
 - c. If you are disqualified from your Saturday race, you will start in the back for your Sunday race.
5. For classes that race Saturday Only

- a. Your Qualifier will typically be held on Saturday prior to racing.
6. For classes that race Sunday Only
 - a. Your Qualifier will typically be held on Sunday prior to racing.
7. 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 race course 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. 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.
3. 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 race course at the discretion of CORR.
4. 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 race course.
5. 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 staging area and ready for action to prevent race delays resulting from mechanical adjustments or refueling.
6. 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, it's important to note that 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 lead competitor has entered the designated “Go-Zone”, and at the discretion of the lead competitor, anywhere within the “Go-Zone” can begin the race by accelerating aggressively.
 - v. The Green Flag will wave, once the lead competitor starts the race or has exited the “Go-Zone”, confirming the race has officially begun.
 - 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, if the lead competitor begins the race before entering the “Go-Zone” or if any another competitor “jumps” the row or passes another vehicle or if a competitor delays or otherwise hangs back, before the lead competitor starts the race, 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. CORR Officials have 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 finished the race, 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 regulation prior to the presentation of the awards.

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.
2. CORR only supports the MX type Transponder for the X2 Scoring System from MyLaps. Including both the re-chargeable 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 from CORR here <https://shop.corracing.com/products/tr2-transponder-mx> or 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 your 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. DNF/DNS/DQ (see Definitions section)
 - a. A DNF receives 5 Points.
 - b. A DNS receives 0 Points.

c. A DQ receives 0 Points.

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, it will look to the most 2nd place finishes, and so on.

10. Assigned point are based on the finishing position 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		

CHAMPIONSHIP:

1. The CORR racing season is comprised of a series of sanctioned rounds of racing, concluding with the formal recognition of Championship winners at the end of the season.
2. A one-time bonus of 12 points will be awarded to competitors that entered and started every race. This excludes any Qualifying races or Practice sessions.
3. **Drop Race(s)** (see “DROP RACE”)
 - a. For classes that race twice per event weekend
 - i. You will drop your two (2) lowest race finishing points.
 - ii. You may NOT drop the final Sunday race of the season.
 - b. For classes that race once per event weekend
 - i. You will drop your one (1) lowest race finishing points.
 - ii. You may NOT drop the final race of the season.
 - c. This includes **paid** or **unpaid** races.
 - d. You may NOT drop any Disqualifications or any race finishing points from an event that resulted in a Suspension.
 - e. This is for all Classes and Competitors, Professional and Non-Professional.
4. Final Championship finishing points are based on the accumulated points after accounting for Drop Races and Bonus Points.

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, 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 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 race 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. Protests must be made by another competitor in the same class. 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 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.
 - 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 be shown 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 \$100 Protest fee (non-refundable) will be strictly enforced for all non-engine 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.

REGISTRATION:

Membership

1. The CORR membership is \$50 and is valid for 1 season. And 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 necessitates 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. To submit a signed minor waiver or a racer resume, please send via email to tech@corracing.com.
5. For racer bio and photos, please send via email to marketing@corracing.com.

6. Up to 3 requested race numbers can be submitted at the time of season membership registration. CORR will assign your approved number, if available.
7. The number assigned during member registration will be the number used for all events and races entered for that racing season.
8. One competitor is assigned a single number yet can be used in more than one class for the same competitor based on the first and last name.
9. Vehicles must have the members registered number, appropriately displayed (see “RACE CLASSES”) to gain entrance into staging.
10. 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 for that day’s races.
2. In cases where an event is rescheduled or canceled, any entry fees collected will be credited toward the next scheduled event.
3. 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 up at the track during “CHECK-IN”. See “TIMING AND SCORING” for more information.
4. In the event an entry is submitted after the specified deadline, CORR may accept a late entry with a late entry fee of 20%.
5. There are no additional fees for practice if practice sessions are available.
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 you 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.

Professional Classes

1. Professional Class eligibility is under the direct supervision of CORR. ANY Pro driver from any other credible race series of any kind must be reviewed. Under no circumstances can a professional competitor enter a non-Pro class without permission from CORR. Should this happen without permission, the competitor will be automatically disqualified. No Pro competitor will be able to move down without permission from CORR. Any non-Pro competitor thought to be considered at a Pro level may be placed into a Pro class.
2. Competitors racing in a Pro class for any race during the event weekend cannot participate in any other non-Pro classes for the same event weekend.

FEES:

1. Race Entry Fee: The per race entry fees are listed below. Some classes have two races in an event weekend and are charged separately: (see [Class List](#)):

PRO - NA and Turbo:	\$200 (\$400 for both days)
Amateur - NA and Turbo:	\$175 (\$350 for both days)
VET - NA and Turbo:	\$200 (1 day of racing)
Youth NA:	\$150 (\$300 for both days)
570/800:	\$150 (\$300 for both days)
170/250:	\$100 (\$200 for both days)
2. Parking/Camping/Attendee Fees
 - a. For certain venues, the normally associated Parking/Camping/Attendee fees:
 - i. A \$50 overnight (Camping) fee will be charged per Competitor for each night during the event weekend and is payable at the time of registration.
 - ii. The overnight fee includes attendance for the competitor, their family or immediate support crew.
 - iii. For those not spending the night, a \$10 day pass is offered.
 - b. For other venues or at CORR's discretion, the associated Parking/Camping/Attendee fees:
 - i. All attendees must pay the specified Parking/Camping/Attendee fee as published by CORR for that event.
 - ii. These fees may be offered on-site, at the time of registration, or via another system.
3. CORR **reserves** the right to modify any of these fees or structure at any time.
4. The Overnight/Parking/Camping/Attendee fee(s) are separate from any "RACE ENTRY FEE".
5. All issued wristbands must be worn at all times.
6. 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.

PAYOUTS:

1. Any payouts, awards, trophies, prizes, or other items of value are awarded to the competitor based on their official Event or Championship results.
2. Payouts from CORR
 - a. Payouts paid directly from CORR are for the Pro classes only.
 - b. Individual Event Payouts, per race
 - i. The top 3 finishers are paid if there are a **minimum** of 3 entries.
 - ii. The top 1 finisher is paid if there are less than 3 entries.
 - iii. 1st Place: \$750
 - iv. 2nd Place: \$450
 - v. 3rd Place: \$250
 - c. Series Championship Payouts

- i. The top 1 finisher is paid if there are at least 3 entries for at least 50% of the races.
 - ii. 1st Place: \$2,500
- 3. Other prizes, awards, or payouts
 - a. CORR **MAY** distribute or award competitors with additional payouts, prizes, redeemable coupons, or other items of value, on behalf of a sponsor.
 - b. The amount, type or kind of award varies depending on sponsors, if any.
 - c. CORR makes no representations or warranties of any kind for any product or service supplied by or from a sponsor.
 - d. CORR does not guarantee other prizes, awards, or payouts of any kind.
- 4. Payouts will be sent to the recipient's address on file by mail or can be picked up at the subsequent race event, based on the competitor's preference. A fully completed W-9 form is mandatory for all payouts (or taxable award) for each calendar year. Failure to provide the necessary information will lead to the forfeiture of any payouts (or taxable award).
- 5. 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 race course for any reason, no refunds shall be permitted.

SAFETY EQUIPMENT:

1. All driver apparel must be clean, in good condition, and free from rips or worn areas.
2. Full face helmets are mandatory. Helmets must be approved by one of the following with the appropriate approval decal attached; Snell SA2015 or SAH2015 / SA2020. 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. One piece fire suit is required; suits must cover from the neck to the ankles and to the wrist. All suits must have the SFI label attached and meet SFI specs (SFI 3.2/5 recommended). Nomex undergarments strongly recommended. NO KART Racing Suits allowed.
4. No open-toed shoes are allowed. Racing gloves and racing shoes are recommended. NO Moto-Cross type gloves are allowed.
5. A safety harness with 5 attachment points is required.
 - a. Safety harnesses should not be used after 5 years (60 months) of the manufacturing date.
 - 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 3/8". Clip in style belts must be cotter pinned or safety wired. Cam Lock type belts are allowed.
 - c. Two shoulder belts are mandatory and must be securely attached behind the driver's seat. If they are looped around or pass 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 required.
 - d. 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 any time the vehicle is on the race course. 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 shall 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. Radios must be of two-way voice communication type only. Each race team is responsible for meeting FCC requirements.
10. 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.
11. All radio frequencies are subject to CORR approval.
12. Spotters are allowed 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.
13. All personal safety equipment shall be presented during inspection. Failure to provide all the safety equipment may result in not passing the inspection and therefore forfeiting your race entry and exclusion from the race.

RACING CLASSES:

Class List:

Races per Event	Class	Skill	Age Group
2	170 Limited Beginner	Beginner	5-12
2	170 Limited Intermediate	Intermediate	5-12
2	170 Limited Expert	Expert	5-12
2	170 Modified	Intermediate-Expert	8-12
2	250 Open	Intermediate-Expert	8-12
2	800 Modified	Beginner-Intermediate	10-17
2	800 Open	Expert Only	10-17
2	Youth NA Restricted	Beginner-Intermediate	12-17
2	Youth NA Limited	Intermediate-Expert	12-17
2	Youth NA Open	Intermediate-Expert	12-17
2	Amateur NA	Beginner-Intermediate-Expert	18+
2	Amateur Turbo	Beginner-Intermediate-Expert	18+
2	Pro NA	Professional Only	18+
2	Pro Turbo	Professional Only	18+
1	VET NA	Beginner-Intermediate-Expert	40+
1	VET Turbo	Beginner-Intermediate-Expert	40+

1. Classes that race twice per event:
 - a. Are scored separately and are considered independent races.
 - b. Have a total of 12 races, 2 per round.
 - c. Each race has its own points, payouts, and trophies.

Vehicle Rules:

1. Production UTV's only. Production UTV's are defined as vehicles manufactured by registered companies, i.e., Polaris, Can-Am, Artic Cat, Yamaha, etc. that issue VIN Numbers.
2. Race Numbers:
 - a. All race vehicles shall have their assigned race number clearly displayed on the front left of roof, rear, right and left sides of the race vehicle.
 - 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 etc. – can be other colors if it's contrasting and easy to read.
 - 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 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:** Optional and NOT Required.
 - 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.
3. Weight Restrictions (minimum weight):
- a. **170 Limited:** 650lbs with driver and all safety equipment.
 - b. **170 Modified:** 500 lbs. with driver and all safety equipment.
 - c. **800 Modified:** 1,300 lbs. with driver and all safety equipment.
4. 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.
5. Skill Level:
- a. CORR may monitor competitor results throughout the season and, at its discretion, may reassign the competitor to a different class based on skill level and age.
 - 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"
 - c. Furthermore, any points earned in the previous class will be eligible for transfer to the new class, with a maximum allowance of 50% of the accumulated points.
6. Vehicle Safety
- a. **Fire Suppression:** All vehicles must contain the following fire suppression:
 - i. One (1) externally mounted fire extinguisher, easily accessible by track/fire/safety personnel with quick release mechanism.
 - ii. For all vehicles, except for 170/250, one (1) internally mounted fire extinguisher OR Fire Ball/Stick OR Fire Suppression System
 - b. **Roll Cage:**
 - i. Pro-Classes – aftermarket roll cages are **REQUIRED**.
 - ii. Non-Pro Classes – aftermarket roll cages are allowed and **RECOMMENDED**.
 - c. **Door Panels:** are **REQUIRED** and must be fastened and provide full coverage (no half doors).
 - d. **Nerf Bars:** are **REQUIRED**. Must be closed loop, no open ends, and must extend to between the tires front to back.
 - e. **Roof:** A full metal roof is required.
 - f. **Window Nets:** are **REQUIRED**. If the driver's seat is on the left side, only the driver's side window net is required. If the vehicle is a center seat (RS1 style) or has a co-driver, then both sides must have window nets.
 - g. **On/Off Switch:** all vehicles must have a working switch that shuts the engine off.
 - h. **Body Plastics:** fastened with no exposed areas.
 - i. **Safety Belts:** 5 Point Harnesses are **REQUIRED**. (see "SAFETY EQUIPMENT")

Vehicle Classes:

170 Limited Beginner:

1 Class: Ages 5-12

Skill: Beginner

Vehicles: Polaris RZR 170, RZR 200 (180cc), ACE 150. Carbureted/EFI engine.

1. **Weight Restriction:** 650 lbs.
2. **Displacement:** Maximum 170cc (2022 Polaris RZR200 Maximum 180cc.)
3. **Engine modifications** of any kind are NOT allowed. Engine must remain 100% OEM/Stock including all internal components - boring, replating, blueprinting, cryo-heating are NOT permitted. Engines found to be manipulated in any way will be grounds for disqualification.
4. **ECU:** Must use the Stock ECU. ECU flashing is allowed. Piggyback fuel tuners ARE allowed.
5. **Intake:** Throttle Body/Carburetor (to the head) must remain Stock **including Fuel Injectors**
 - a. Intake filters can be upgraded.
 - b. Superchargers, Turbochargers or Nitrous systems are NOT allowed.
6. **Exhaust:** Aftermarket exhaust systems are allowed.
7. **Transmission:** Must retain all factory gear sets. (e.g., must have Reverse, Low, and High Gear)
 - a. Aftermarket billet transmission casing is allowed.
 - b. OEM transmission casing may be reinforced, including pinion bracing.
 - c. Aftermarket center cap is allowed.
 - d. Final Drive gearing, specifically the front or rear sprocket, can be upgraded.
8. **Clutching:** clutching changes are allowed.
9. **Suspension:** All A-arm mounting points must remain in the stock location and position as delivered from the manufacturer.
 - a. Modification is allowed to OEM shocks, including internal parts, and/or complete aftermarket shocks.
 - b. May have aftermarket A-Arms. **No DUAL A-ARMS.**
 - c. Aftermarket swing arms are allowed.
 - d. Long travel kits are allowed.
10. Aftermarket wheels & tires are allowed.
11. Aftermarket seats are allowed for driver fitment. Must remain a 2-seat chassis, seat location is open.
12. Vehicles must maintain the factory look with regards to plastics. Must have front fascia and rear fenders.
13. The top 5 finishers **must** report to Tech immediately after each race.

170 Limited Intermediate:

1 Class: Ages 5-12

Skill: Intermediate

Vehicles: Polaris RZR 170, RZR 200 (180cc), ACE 150. Carbureted/EFI engine.

1. **Weight Restriction:** 650 lbs.
2. **Displacement:** Maximum 170cc (2022 Polaris RZR200 Maximum 180cc.)
3. **Engine modifications** of any kind are NOT allowed. Engine must remain 100% OEM/Stock including all internal components - boring, replating, blueprinting, cryo-heating are NOT permitted. Engines found to be manipulated in any way will be grounds for disqualification.
4. **ECU:** Must use the Stock ECU. ECU flashing is allowed. Piggyback fuel tuners ARE allowed.
5. **Intake:** Throttle Body/Carburetor (to the head) must remain Stock **including Fuel Injectors**
 - a. Intake filters can be upgraded.
 - b. Superchargers, Turbochargers or Nitrous systems are NOT allowed.
6. **Exhaust:** Aftermarket exhaust systems are allowed.
7. **Transmission:** Must retain all factory gear sets. (e.g., must have Reverse, Low, and High Gear)
 - a. Aftermarket billet transmission casing is allowed.
 - b. OEM transmission casing may be reinforced, including pinion bracing.

- c. Aftermarket center cap is allowed.
 - d. Final Drive gearing, specifically the front or rear sprocket, can be upgraded.
8. **Clutching:** clutching changes are allowed.
 9. Aftermarket wheels & tires are allowed.
 10. **Suspension:** All A-arm mounting points must remain in the stock location and position as delivered from the manufacturer.
 - a. Modification is allowed to OEM shocks, including internal parts, and/or complete aftermarket shocks.
 - b. May have aftermarket A-Arms. **No DUAL A-ARMS.**
 - c. Aftermarket swing arms are allowed.
 - d. Long travel kits are allowed.
 11. Aftermarket seats are allowed for driver fitment. Must remain a 2-seat chassis, seat location is open.
 12. Vehicles must maintain the factory look with regards to plastics. Must have front fascia and rear fenders.
 13. The top 5 finishers **must** report to Tech immediately after each race.

170 Limited Expert:

1 Class: Ages 5-12

Skill: Expert

Vehicles: Polaris RZR 170, RZR 200 (180cc), ACE 150. Carbureted/EFI engine.

1. **Weight Restriction:** 650 lbs.
2. **Displacement:** Maximum 170cc (2022 Polaris RZR200 Maximum 180cc.)
3. **Engine modifications** of any kind are NOT allowed. Engine must remain 100% OEM/Stock including all internal components - boring, replating, blueprinting, cryo-heating are NOT permitted. Engines found to be manipulated in any way will be grounds for disqualification.
4. **ECU:** Must use the Stock ECU. ECU flashing is allowed. Piggyback fuel tuners ARE allowed.
5. **Intake:** Throttle Body/Carburetor (to the head) must remain Stock **including Fuel Injectors**
 - a. Intake filters can be upgraded.
 - b. Superchargers, Turbochargers or Nitrous systems are NOT allowed.
6. **Exhaust:** Aftermarket exhaust systems are allowed.
7. **Transmission:** Must retain all factory gear sets. (e.g., must have Reverse, Low, and High Gear)
 - a. Aftermarket billet transmission casing is allowed.
 - b. OEM transmission casing may be reinforced, including pinion bracing.
 - c. Aftermarket center cap is allowed.
 - d. Final Drive gearing, specifically the front or rear sprocket, can be upgraded.
8. **Clutching:** clutching changes are allowed.
9. Aftermarket wheels & tires are allowed.
10. **Suspension:** All A-arm mounting points must remain in the stock location and position as delivered from the manufacturer.
 - a. Modification is allowed to OEM shocks, including internal parts, and/or complete aftermarket shocks.
 - b. May have aftermarket A-Arms. **No DUAL A-ARMS.**
 - c. Aftermarket swing arms are allowed.
 - d. Long travel kits are allowed.
11. Aftermarket seats are allowed for driver fitment. Must remain a 2-seat chassis, seat location is open.
12. Vehicles must maintain the factory look with regards to plastics. Must have front fascia and rear fenders.
13. The top 5 finishers **must** report to Tech immediately after each race.

170 Modified:

1 Class: Ages 8-12

Skill: Intermediate/Expert

Vehicles: Polaris RZR 170, RZR 200 (180cc), ACE 150. Carbureted/EFI engine.

1. **Weight Restriction:** 500 lbs.

2. **Displacement:** Maximum 170cc (2022 Polaris RZR200 Maximum 180cc.)
3. **Engine modifications** of any kind are NOT allowed. Engine must remain 100% OEM/Stock including all internal components - boring, replating, blueprinting, cryo-heating are NOT permitted. Engines found to be manipulated in any way will be grounds for disqualification.
4. **ECU:** aftermarket ECU is allowed. ECU flashing is allowed. Piggyback fuel tuners ARE allowed.
5. **Intake:** Throttle body/Carburetor (to the head) must remain stock
 - a. Intake filters can be upgraded.
 - b. Fuel Injectors can be upgraded.**
 - c. Superchargers, Turbochargers or Nitrous systems are NOT allowed.
6. **Exhaust:** Aftermarket exhaust systems are allowed.
7. **Transmission:** open.
8. **Clutching:** clutching changes are allowed.
9. **Suspension:** All mounting points must remain in the stock location and position as delivered from the manufacturer.
 - a. Modification is allowed to OEM shocks, including internal parts, and/or complete aftermarket shocks.
 - b. Aftermarket swing arms are allowed.
 - c. **DUAL A-ARMS** are allowed.
 - d. Long travel kits are allowed.
10. Aftermarket wheels & tires are allowed.
11. Aftermarket seats are allowed for driver fitment. **VEHICLE CAN BE A SINGLE SEAT CHASSIS.** The seat location is open.
12. Vehicles must maintain factory look with regards to plastics. Must have front fascia and rear fenders.
13. The top 5 finishers **must** report to Tech immediately after each race.

250 Open:

1 Class: Ages 8-12

Skill: Intermediate/Expert

Vehicles: UTV Production Vehicles

1. **Displacement:** Maximum 250cc
2. **Intake:** Superchargers, Turbochargers or Nitrous systems are NOT allowed.
3. Center Seats are allowed.
4. Stock engine center cases must remain.
5. All other changes are allowed.

800 Modified:

1 Class: Ages 10-17

Skill: Beginner/Intermediate

Vehicles: UTV Production Vehicles

1. **Weight Restriction:** 1,300 lbs.
2. **Displacement:** Maximum 800cc – Big Bore Kits allowed for 570cc engines
3. **ECU:** aftermarket ECU is NOT allowed. ECU flashing is allowed.
4. **Intake:** Superchargers, Turbochargers or Nitrous systems are NOT allowed.
5. Center Seats are allowed.
6. All stock suspension mounting points must remain in the Stock/OEM location.
7. Aftermarket stabilizer bars are allowed. Mounting locations can be modified and relocated.
8. All other changes are allowed.
9. The top 5 finishers **must** report to Tech immediately after each race.

800 Open:

1 Class: Ages 10-17

Skill: Expert Only

Vehicles: UTV Production Vehicles

1. **Displacement:** Maximum 800cc – Big Bore Kits allowed for 570cc engines

2. **ECU:** aftermarket ECU is NOT allowed. ECU flashing is allowed.
3. **Intake:** Superchargers, Turbochargers or Nitrous systems are NOT allowed.
4. Center Seats are allowed.
5. All stock suspension mounting points must remain in the Stock/OEM location.
6. Aftermarket stabilizer bars are allowed. Mounting locations can be modified and relocated.
7. All other changes are allowed.

Youth NA Restricted:

1 Class: Ages 12-17

Skill: Beginner/Intermediate

Vehicles: UTV Production Vehicles

1. **Displacement:** Maximum 1000cc NA
2. **Engine modifications** of any kind are NOT allowed. Engine must remain 100% OEM/Stock including all internal components - boring, replating, blueprinting, cryo-heating are NOT permitted. Engines found to be manipulated in any way will be grounds for disqualification.
3. **Must use the below restrictor plate from Sparks racing.**
 - a. <https://sparksracing.com/product/sparks-racing-intake-restrictor-polaris-rs1-rzr-1000-xp/>
4. **ECU:** aftermarket ECU is NOT allowed. ECU flashing is allowed.
5. **Intake:** must remain 100% Stock (no modifications allowed)
 - a. **Stock air intake system required, including air box with stock type air filter.**
 - b. Aftermarket stock type air filter elements ARE allowed.
 - c. **Stock fuel injectors are required.**
 - d. Superchargers, Turbochargers or Nitrous systems are NOT allowed.
6. **Exhaust:** Aftermarket Exhaust systems are allowed.
7. **Transmission:** must retain all factory gear sets. (e.g., must have Reverse, Low, and High Gear)
8. All stock suspension mounting points must remain in the Stock/OEM location.
9. Aftermarket stabilizer bars are allowed. Mounting locations can be modified and relocated.
10. Vehicles must maintain the factory look with regards to plastics. Must have front fascia and rear fenders.
11. The top 5 finishers **must** report to Tech immediately after each race.

Youth NA Limited:

1 Class: Ages 12-17

Skill: Intermediate/Expert

Vehicles: UTV Production Vehicles

1. **Displacement:** Maximum 1000cc NA
2. **Engine modifications** of any kind are NOT allowed. Engine must remain 100% OEM/Stock including all internal components - boring, replating, blueprinting, cryo-heating are NOT permitted. Engines found to be manipulated in any way will be grounds for disqualification.
3. **ECU:** aftermarket ECU is NOT allowed. ECU flashing is allowed.
4. **Intake:** Throttle Body/Carburetor (to the head) must remain Stock **including Fuel Injectors**
 - a. Intake filters can be upgraded.
 - b. Superchargers, Turbochargers or Nitrous systems are NOT allowed.
5. **Exhaust:** Aftermarket exhaust systems are allowed.
6. **Transmission:** must retain all factory gear sets. (e.g., must have Reverse, Low, and High Gear)
7. All stock suspension mounting points must remain in the Stock/OEM location.
8. Aftermarket stabilizer bars are allowed. Mounting locations can be modified and relocated.
9. Vehicles must maintain the factory look with regards to plastics. Must have front fascia and rear fenders.
10. The top 5 finishers **must** report to Tech immediately after each race.

Youth NA Open:

1 Class: Ages 12-17

Skill: Intermediate/Expert

Vehicles: UTV Production Vehicles

1. **Displacement:** Maximum 1000cc NA
2. **ECU:** aftermarket ECU is NOT allowed. ECU flashing is allowed.
3. **Intake:** Superchargers, Turbochargers or Nitrous systems are NOT allowed.
4. Stock center cases must remain for the engine.
5. All stock suspension mounting points must remain in the Stock/OEM location.
6. Aftermarket stabilizer bars are allowed. Mounting locations can be modified and relocated.
7. Vehicles must maintain the factory look with regards to plastics. Must have front fascia and rear fenders.
8. All other changes are allowed.

Amateur NA:

1 Class: Ages 18+

Skill: Beginner/Intermediate/Expert

Vehicles: UTV Production Vehicles

1. **Displacement:** Maximum 1000cc NA
2. **ECU:** aftermarket ECU is allowed. ECU flashing is allowed.
3. **Intake:** Superchargers, Turbochargers or Nitrous systems are NOT allowed.
4. Stock center cases must remain for the engine.
5. All stock suspension mounting points must remain in the Stock/OEM location.
6. Aftermarket stabilizer bars are allowed. Mounting locations can be modified and relocated.
7. Vehicles must maintain the factory look with regards to plastics. Must have front fascia and rear fenders.
8. All other changes are allowed.

Amateur Turbo:

1 Class: Ages 18+

Skill: Beginner/Intermediate/Expert

Vehicles: UTV Production Vehicles

1. **Displacement:** Maximum 1000cc Turbo / 2000cc NA
2. **Intake:** Turbo upgrades are allowed. Non-Turbo vehicles are allowed.
 - a. Superchargers and Nitrous systems are NOT allowed.
3. All stock suspension mounting points must remain in the Stock/OEM location.
4. Aftermarket stabilizer bars are allowed. Mounting locations can be modified and relocated.
5. Stock center cases must remain for the engine.
6. Vehicles must maintain the factory look with regards to plastics. Must have front fascia and rear fenders.
7. All other changes are allowed.

Pro NA:

1 Class: Ages 18+

Skill: Professional Expert

Vehicles: UTV Production Vehicles

1. This class is for Professional Level competitors ONLY.
2. **Displacement:** Maximum 1000cc NA
3. **Intake:** Superchargers, Turbochargers or Nitrous systems are NOT allowed.
4. Vehicles must maintain the factory look with regards to plastics. Must have front fascia and rear fenders.
5. All other changes are allowed.

Pro Turbo:

1 Class: Ages 18+

Skill: Professional Expert

Vehicles: UTV Production Vehicles

1. This class is for Professional Level competitors ONLY.
2. **Displacement:** Maximum 1000cc Turbo / 2000cc NA
3. **Intake:** Turbo upgrades are allowed. Non-Turbo vehicles are allowed.
 - a. Superchargers and Nitrous systems are NOT allowed.
4. Vehicles must maintain the factory look with regards to plastics. Must have front fascia and rear fenders.
5. All other changes are allowed.

Vet NA:

1 Class: Ages 40+

Skill: Beginner/Intermediate/Expert

Vehicles: UTV Production Vehicles

1. **Displacement:** Maximum 1000cc NA
2. **Intake:** Superchargers, Turbochargers or Nitrous systems are NOT allowed.
3. Stock center cases must remain for the engine.
4. All stock suspension mounting points must remain in the Stock/OEM location.
5. Aftermarket stabilizer bars are allowed. Mounting locations can be modified and relocated.
6. Vehicles must maintain the factory look with regards to plastics. Must have front fascia and rear fenders. Aluminum door skins are allowed.
7. All other changes are allowed.

Vet Turbo:

1 Class: Ages 40+


Skill: Beginner/Intermediate/Expert

Vehicles: UTV Production Vehicles

1. **Displacement:** Maximum 1000cc Turbo / 2000cc NA
2. **Intake:** Turbo upgrades are allowed. Non-Turbo vehicles are allowed.
 - a. Superchargers and Nitrous systems are NOT allowed.
3. All stock suspension mounting points must remain in the Stock/OEM location.
4. Aftermarket stabilizer bars are allowed. Mounting locations can be modified and relocated.
5. Stock center cases must remain for the engine.
6. Vehicles must maintain the factory look with regards to plastics. Must have front fascia and rear fenders.
7. All other changes are allowed.

AMMENDMENTS:

1. Updated class rules related to Fuel Injectors and Intake



Amendment
Effective Date: 12/7/2023
Summary: Updated class rules related to Fuel Injectors and Intake.
Authorized By: Tech Director, Rito Jauregui

170 Limited- Beginner/Intermediate/Expert
Intake: throttle body to head to remain OEM/stock including fuel injector, but intake filter can be changed

170 Modified:
Intake: throttle body to head to remain OEM/stock but intake filter can be changed

- a. fuel injector is open for change
- b. Superchargers, turbochargers, or nitrous systems are not allowed.

Youth NA Limited
Intake: throttle body to head to remain OEM/stock including fuel injector, but intake filter can be changed

- a. Superchargers, turbochargers, or nitrous systems are not allowed.


Youth NA Restricted
Intake: must remain OEM/ stock, no modification allowed. Stock air intake system required including air box with stock type air filter. Aftermarket stock type air filter elements allowed.

All others:
Intake: Open

- a. Superchargers, turbochargers, or nitrous systems are not allowed.

a.

2. Updated Amateur NA to now allow aftermarket ECU.



Amendment 1.2
Effective Date: Jan 5th, 2024
Summary: Updated Amateur NA to now allow aftermarket ECU
Authorized By: Tech Director, Rito Jauregui

Amateur NA:
Vehicles: UTV Production Naturally Aspirated up to 1000cc

- 1. **Displacement:** Maximum 1000cc NA
- 2. **ECU:** aftermarket ECU is **NOT** allowed. ECU flashing is allowed.

a.

3. Nerf bars are required, Pro R allowed in the Amateur Turbo class and Class changes for 170s.



Amendment 1.3

Effective Date: Jan 23rd, 2024

Summary: Nerf bars required, 2000cc allowed in Amateur/VET Turbo, Amateur NA/Turbo Run Both Days, 170 Class skill/fee changes

Authorized By: Series Director, Jason Ramsay, and Tech Director, Rito Jauregui

Amateur Turbo and VET 40+ Turbo:

Vehicles: UTV Production ~~Vehicles turbo up to 1000cc~~

1. **Displacement:** Maximum 1000cc Turbo / 2000cc NA
2. **Intake:** Turbo upgrades are allowed. Non-Turbo vehicles are allowed.
 - a. Superchargers and Nitrous systems are NOT allowed.

Class List:

Races per Event	Class	Skill	Age Group
2	170 Limited Beginner	Beginner	5-12
2	170 Limited Intermediate	Intermediate	5-12
2	170 Limited Expert	Expert	5-12
2	Amateur NA	Beginner-Intermediate-Expert	18+
2	Amateur Turbo	Beginner-Intermediate-Expert	18+

Fees: All 170/250 classes are now \$100 per race.

RACING CLASSES:

Vehicle Rules:

6. Vehicle Safety
 - d. Nerf Bars: are highly **RECOMMENDED REQUIRED**. Must be closed loop, no open ends, and must extend to between the tires **front to back**.

170 Limited Beginner:

1 Class: Ages 5-12
Skill: Beginner

170 Limited Intermediate:

1 Class: Ages 5-12
Skill: Intermediate

170 Limited Expert:

1 Class: Ages 5-12
Skill: Expert

a.

Minor Release and Waiver of Liability and Indemnity Agreement

Read carefully before signing

Name of Track and/or Event: _____ Event Date(s): _____

IN CONSIDERATION of allowing the below MINOR participant to compete, officiate, observe, work for, or participate ("participate") in any way in the above event and/or activities ("EVENT(S)") and/or being permitted to enter for any purpose any RESTRICTED AREA (defined as any area requiring special authorization, credentials or permission to enter or any area to which admission by the general public is restricted or prohibited, including but not limited to the competition area and any hot pit or paddock area), EACH OF THE UNDERSIGNED, for himself/herself, his/her personal representatives, heirs, and next of kin agrees that:

1. THE MINOR AND PARENT OR GUARDIAN will immediately inspect the RESTRICTED AREA upon entering it and warrants that their entry therein and/or the MINOR's Event participation constitutes an acknowledgement that they have inspected the RESTRICTED AREA and find it safe and reasonably suited for the purpose of its use. The undersigned agree that if at any time in the RESTRICTED AREA they believe something is unsafe, it will be brought to the attention of an official, and they will remove themselves from the RESTRICTED AREA and the MINOR will withdraw from participation in the Event.
2. THE MINOR AND PARENT OR GUARDIAN HEREBY ASSUME FULL RESPONSIBILITY FOR AND RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE due to negligence of Releasees (as identified below) or otherwise, while in or upon the RESTRICTED AREA for any purpose and/or while participating in any way in the Event. The undersigned recognize and understand that there are risks and dangers associated with participation in the Event and admission within the RESTRICTED AREA that could cause severe bodily injury, disability and death. Further, the risks and dangers may be caused by the negligent failure to act of the Releasees and others. All of the risks and dangers associated with participating in the Event and/or entry into the RESTRICTED AREA are assumed notwithstanding.
3. THE MINOR AND PARENT OR GUARDIAN release, waive, discharge and covenant not to sue the promoters, participants, racing associations, sanctioning organizations (or any affiliates thereof), track operators, track owners, officials, vehicle owners, builders and designers, drivers, pit crews, rescue workers, all persons in the RESTRICTED AREA, sponsors, equipment and parts manufacturers and suppliers, advertisers, owners and lessees and lessors of the premises used to conduct the EVENT(S), premises and event inspectors, surveyors, underwriters/brokers, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENT(S) and for each of them, their directors, officers, agents, and employees, (all for the purposes herein referred to as "RELEASEES") from all liability to ourselves, the undersigned, our personal representatives, assigns, heirs, and next of kin, for any and all claims, demands, losses or damages of the MINOR and/or parent or guardian on account of any injury, including, but not limited to the death or injury of the parent/guardian or MINOR or damage to property, all of which is caused or alleged to be caused by the negligence of the RELEASEES or otherwise.
4. THE PARENT AND/OR GUARDIAN hereby agrees to indemnify and save and hold harmless, the RELEASEES and each of them from any loss, liability, damage, or cost they may incur due, in any manner or degree, to the presence of the parent/guardian or the MINOR in the RESTRICTED AREA, or related in any way to their participation in or presence at the EVENT and whether caused by negligence of the RELEASEES or otherwise. The parent and/or guardian further recognize and agree they are executing this Waiver and Releases of Liability and Indemnity Agreement on behalf of themselves and on behalf of the MINOR.
5. This Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the RELEASEES, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the Province or State in which the EVENT(S) is/are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

THE PARENT OR GUARDIAN HAS READ AND VOLUNTARILY SIGNS THE WAIVER AND RELEASE OF LIABILITY AND INDEMNITY AGREEMENT AND DOES SO VOLUNTARILY AND WITH THE UNDERSTANDING THAT SUBSTANTIAL RIGHTS ARE BEING GIVEN UP. I/WE FURTHER ACKNOWLEDGE THAT FAILURE TO WITNESS OR NOTARIZE THIS AGREEMENT SHALL NOT AFFECT ITS VALIDITY.

1. _____ I HAVE READ THIS RELEASE Father Mother Guardian _____
 (Initial) | (Check One) Date (mm/dd/yyyy)
 I represent that I have sole legal custody or am sole parent/guardian.

2. _____ I HAVE READ THIS RELEASE Father Mother Guardian _____
 Parent or Guardian (Signature) | (Check One) Date (mm/dd/yyyy)

Printed Name of MINOR Participant: _____ D.O.B. _____

Address of Participant: _____

Printed Name of Parent or Guardian: 1. _____ **SEAL**

Printed Name of Parent or Guardian: 2. _____

(If Notarized) Subscribed and Sworn to at: _____ Before me this _____ Day _____ A.D. 20 _____

Signature of Event Official or Notary Public _____ Printed Name of Event Official or Notary Public _____
 County, State of _____ My Commission Expires: _____



CORR Protest Form

Protest Information:

Event Name: _____

Protestor:

Name (Print): _____ Signature: _____

Class: _____ Number: _____

Competitor being Protested:

Name (Print): _____ Signature: _____

Class: _____ Number: _____

Witness (optional):

Name (Print): _____ Signature: _____

Class: _____ Number: _____

Please describe what you are protesting in the space below:

CORR Official Use-Only:

Payment: \$ _____ Date/Time Accepted: _____ Date/Time Race Ended: _____

CORR Official - Name (Print): _____ Signature: _____