



# Championship Off-Road Racing

Official Rule Book

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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](mailto: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.

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, 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 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, 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 pit, smudge pots and woodfires 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.

## Contents

|                                                |           |
|------------------------------------------------|-----------|
| <b>GENERAL RULES AND RESPONSIBILITIES.....</b> | <b>3</b>  |
| <b>AGE REQUIREMENTS .....</b>                  | <b>6</b>  |
| <b>DEFINITIONS .....</b>                       | <b>6</b>  |
| <b>FLAG DEFINITION .....</b>                   | <b>8</b>  |
| <b>RACING COURSES.....</b>                     | <b>9</b>  |
| <b>TRACK REGULATIONS.....</b>                  | <b>9</b>  |
| <b>DRIVER MEETING.....</b>                     | <b>11</b> |
| <b>INSPECTION .....</b>                        | <b>12</b> |
| <b>PRACTICE .....</b>                          | <b>13</b> |
| <b>QUALIFYING.....</b>                         | <b>13</b> |
| <b>STAGING PROCEDURE.....</b>                  | <b>13</b> |
| <b>STARTING PROCEDURE .....</b>                | <b>14</b> |
| <b>RACE FINISHES .....</b>                     | <b>16</b> |
| <b>SCORING AND POINTS .....</b>                | <b>16</b> |
| <b>SUBSTITUTE DRIVER .....</b>                 | <b>18</b> |
| <b>CHAMPIONSHIP.....</b>                       | <b>19</b> |
| <b>PENALTIES.....</b>                          | <b>19</b> |
| <b>PROTESTS.....</b>                           | <b>20</b> |
| <b>REGISTRATION: .....</b>                     | <b>22</b> |
| Membership .....                               | 22        |
| Events .....                                   | 23        |
| Professional Classes .....                     | 23        |
| <b>FEES .....</b>                              | <b>24</b> |
| <b>PAYOUTS.....</b>                            | <b>24</b> |
| <b>REFUND POLICY .....</b>                     | <b>25</b> |
| <b>SAFETY EQUIPMENT .....</b>                  | <b>25</b> |
| <b>COMMUNICATIONS .....</b>                    | <b>26</b> |
| <b>FUEL REGULATIONS .....</b>                  | <b>27</b> |
| General Safety Requirements .....              | 27        |

|                                       |           |
|---------------------------------------|-----------|
| Fuel Safety Procedures .....          | 27        |
| Fuel Testing and Compliance.....      | 27        |
| Class specific fuel requirements..... | 27        |
| Official Fuel Standards .....         | 28        |
| Penalties for Violations.....         | 28        |
| <b>RACING CLASSES</b> .....           | <b>29</b> |
| Class List .....                      | 29        |
| Vehicle Rules .....                   | 29        |
| Vehicle Safety .....                  | 31        |
| Vehicle Classes.....                  | 32        |

## 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 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. 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

1. **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.

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. **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
4. **RACE** – a single race within a given event weekend. Typically, there are 2 Races per class per “Event Weekend”
5. **RACE ENTRY FEE** – the fee charged to register for a single race within a specific class for an event weekend.
6. **DNS** - A competitor that has not started the race by crossing the starting line at the drop of the green flag.
7. **DROP RACE** (see “CHAMPIONSHIP”)
  - a. A drop consists of a competitor dropping an event finishing score.
  - b. This includes paid and unpaid races.
8. **BONUS-POINTS** (see “CHAMPIONSHIP”) – additional points a competitor can earn.
9. **DQ** - Disqualification
10. **OEM** - Original Equipment Manufacturer
11. **STOCK** – The OEM Stock components, parts, or whole assemblies such as an engine.
12. **REGISTRATION** – The area where competitors can register for one or more races, pay their associated entry fees, submit protest forms, or otherwise ask questions.
13. **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.
14. **TECH** – The official inspection area.
15. **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.
16. **PRE-STAGING** – An area outside of **STAGING** where competitors line up for approval to enter the **STAGING** area.

17. **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.
18. **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.

## 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.
    - 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/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 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 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 excellent spectator experience, it's important to note that 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 10mph.
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 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 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 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 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 a 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, 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.

## 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. 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.
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. All vehicles entering and exiting the racecourse must exit through TECH. Driver must be acknowledged and waived through before exiting the TECH area and preceding 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 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.
  - 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 page 14 under 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.

## 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 by CORR.
4. 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.
5. 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. 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 racecourse 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 racecourse.
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 TECH 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 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 regulation 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 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 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. 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 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, it will look for the competitor with 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 points** 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:

|                        |    |                        |    |                        |    |                                          |   |
|------------------------|----|------------------------|----|------------------------|----|------------------------------------------|---|
| <b>1<sup>st</sup></b>  | 40 | <b>11<sup>th</sup></b> | 25 | <b>21<sup>st</sup></b> | 15 | <b>31<sup>st</sup> – 40<sup>th</sup></b> | 5 |
| <b>2<sup>nd</sup></b>  | 37 | <b>12<sup>th</sup></b> | 24 | <b>22<sup>nd</sup></b> | 14 |                                          |   |
| <b>3<sup>rd</sup></b>  | 35 | <b>13<sup>th</sup></b> | 23 | <b>23<sup>rd</sup></b> | 13 |                                          |   |
| <b>4<sup>th</sup></b>  | 33 | <b>14<sup>th</sup></b> | 22 | <b>24<sup>th</sup></b> | 12 |                                          |   |
| <b>5<sup>th</sup></b>  | 31 | <b>15<sup>th</sup></b> | 21 | <b>25<sup>th</sup></b> | 11 |                                          |   |
| <b>6<sup>th</sup></b>  | 30 | <b>16<sup>th</sup></b> | 20 | <b>26<sup>th</sup></b> | 10 |                                          |   |
| <b>7<sup>th</sup></b>  | 29 | <b>17<sup>th</sup></b> | 19 | <b>27<sup>th</sup></b> | 9  |                                          |   |
| <b>8<sup>th</sup></b>  | 28 | <b>18<sup>th</sup></b> | 18 | <b>28<sup>th</sup></b> | 8  |                                          |   |
| <b>9<sup>th</sup></b>  | 27 | <b>19<sup>th</sup></b> | 17 | <b>29<sup>th</sup></b> | 7  |                                          |   |
| <b>10<sup>th</sup></b> | 26 | <b>20<sup>th</sup></b> | 16 | <b>30<sup>th</sup></b> | 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
  - For the upcoming 2025-26 season - no later than December 5, 2025
    - No substitute driver requests will be accepted after this date
  - Email: [registration@corracing.com](mailto:registration@corracing.com)
- A substitute driver must:
  - Be a registered CORR member
  - 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 is comprised of 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 2025-2026 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 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. 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 protestor.
  - 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 protestor 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.
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 necessitates 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. Originally 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](mailto:support@corracing.com).
6. For racer bio and photos, please send via email to [support@corracing.com](mailto: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. 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.
10. Number must be unique within either the Professional Series of Classes or the remaining Classes
11. Vehicles must have the members registered number, appropriately displayed (see "RACE 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 less 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 up at the track during "CHECK-IN". See "TIMING AND SCORING" 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 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 Professional driver from any other credible race series of any kind must be reviewed. Under no circumstances can a professional competitor enter a non-Professional class without permission from CORR. Should this happen without permission, the competitor will be automatically disqualified. No Professional competitor will be able to move down without permission from CORR. Any non-

Professional competitor thought to be considered at a Professional level may be placed into a Professional level class.

2. Competitors racing in a Professional class for any “**Race**” during the “**Event Weekend**” cannot participate in any other non-Professional classes for the same “**Event Weekend**”.

## FEES

1. Race Entry Fee: The per race entry fees are listed below. Each “**Race**” is charged separately: (see [Class List](#)):

|                                 |                                |
|---------------------------------|--------------------------------|
| <b>Professional:</b>            | \$400.00 (\$800 for both days) |
| <b>Pro-Am/Sportsman:</b>        | \$300.00 (\$600 for both days) |
| <b>SR1:</b>                     | \$300.00 (\$600 for both days) |
| <b>Class 11:</b>                | \$300.00 (\$600 for both days) |
| <b>Pro-lite:</b>                | \$300.00 (\$600 for both days) |
| <b>Class 1450:</b>              | \$200.00 (\$400 for both days) |
| <b>Youth 1000:</b>              | \$300.00 (\$600 for both days) |
| <b>Youth 1000 (Restricted):</b> | \$250.00 (\$500 for both days) |
| <b>Youth 800:</b>               | \$250.00 (\$500 for both days) |
| <b>Youth 170/250:</b>           | \$200.00 (\$400 for both days) |

2. CORR **reserves** the right to modify any of these fees or structures at any time.
3. All issued wristbands must always be worn.
4. 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 Race or Championship results. Excluding exhibition races.
2. Payouts from CORR
  - a. Payouts paid directly from CORR are for the Professional classes only.
  - b. Individual payouts, per “**Race**”
    - i. The top 3 finishers are paid if there are a **minimum** of 5 entries.
    - ii. The top 1 finisher is paid if there are 4 entries or less.
    - iii. 1<sup>st</sup> Place:      \$750
    - iv. 2<sup>nd</sup> Place:      \$450
    - v. 3<sup>rd</sup> 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. 1<sup>st</sup> 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 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).
- 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 racecourse for any reason, no refunds shall be permitted.

## SAFETY EQUIPMENT

1. All driver's 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 are allowed.
4. Racing gloves and racing shoes are required. 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  $\frac{3}{8}$ ". 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 is 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 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 exclusion from the race.

## COMMUNICATIONS

1. **Either the driver and/or spotter** 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 programed and locked on screen
  - b. Transmit function must be disabled to prevent interruption of race control communications
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

## FUEL REGULATIONS

### General Safety Requirements

1. Firewalls are required.
2. If an OEM firewall is removed, a replacement metal firewall is required

### Fuel Safety Procedures

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

### Fuel Testing and Compliance

1. The series reserves the right to sample competitor fuel at any time without prior notice.
2. 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                        |
|------------------|------------------------------------------|
| 170 Production   | 96 Octane-See Fuel Restrictions          |
| 170 Limited      | 96 Octane-See Fuel Restrictions          |
| 250 Modified     | <b>Open Octane-See Fuel Restrictions</b> |
| 800 Open         | Open Fuel- No Restrictions               |
| Youth Restricted | 96 Octane-See Fuel Restrictions          |
| Youth Production | 96 Octane-See Fuel Restrictions          |
| Youth SxS        | 96 Octane-See Fuel Restrictions          |
| Sportsman        | 96 Octane-See Fuel Restrictions          |
| Sportsman Turbo  | 96 Octane-See Fuel Restrictions          |
| Pro Am           | Open Fuel- No Restrictions               |
| Pro Am Turbo     | Open Fuel- No Restrictions               |
| Pro Production   | 96 Octane-See Fuel Restrictions          |
| Pro NA           | Open Fuel- No Restrictions               |
| Pro SxS          | Open Fuel- No Restrictions               |

- 96 Octane Fuel Providers (no other fuel allowed):
  - VP UTV96
  - Renegade RM98
  - Fuel Factory F96 UO

- Torco UTV95
- **Fuels Restrictions**
  - Fuel additives of any kind
  - Fuel blending or mixing
  - Other racing fuel formulations
  - Alcohol or Ethers
  - Epoxides (Ethelene oxide, Propylene oxide)
  - Notal 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 Standards

If an official fuel provider is designated:

1. Track-supplied fuel samples will serve as the compliance benchmark
2. All competitor fuel samples will be evaluated against this benchmark

### Penalties for Violations

Violations of fuel regulations may result in:

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

## RACING CLASSES

### Class List

|    | Name             | Age Group |
|----|------------------|-----------|
| 1  | 170 Production   | 5-12      |
| 2  | 170 Limited      | 5-12      |
| 3  | 250 Modified     | 5-12      |
| 4  | 800 Open         | 8-15      |
| 5  | Youth Restricted | 10-15     |
| 6  | Youth Production | 12-17     |
| 7  | Youth SxS        | 12-17     |
| 8  | Sportsman        | 16+       |
| 9  | Sportsman Turbo  | 16+       |
| 10 | Pro Am           | 16+       |
| 11 | Pro Am Turbo     | 16+       |
| 12 | Pro Production   | 16+       |
| 13 | Pro NA           | 16+       |
| 14 | Pro SxS          | 16+       |
| 15 | SR-1             | 16+       |
| 16 | VW Production    | 16+       |
| 17 | Pro Lite         | 16+       |
| 18 | 1450             | 16+       |

### 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
2. All classes race both days
3. **Any new model of vehicle must be approved by CORR in advance.**

### Vehicle Rules

1. SxS/UTV vehicle classes, are based on a Production UTV. 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. 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.**
4. Weight Restrictions (minimum weight): Refer to car class specific rules for weight restrictions.
5. 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:** Rear facing race number must be a minimum of 12" inches tall.
  - 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.
6. 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.
7. Skill Level and Fair Competition:
- 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, 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**"
  - 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.
- 8. 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.**

## 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 quick release mechanism.
  - b. For all vehicles, Fire Suppression System is highly recommended. 2027 may be mandatory.
2. **Roll Cage (Required):**
  - a. All Classes must have an After-market or gusseted roll cage
  - b. Gusseted roll cages must be approved by CORR in advance
3. **Door Panels:** REQUIRED and must be fastened and provide full coverage (no half doors).
4. **Nerf Bars:** are REQUIRED. Must be closed loop, no open ends, and must extend to between the tires front to back.
5. **Roof:** A full metal roof is required.
6. **Window Nets:** 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.
7. **On/Off Switch:** all vehicles must have a working switch that shuts the engine off.
8. **Body Plastics:** fastened with no exposed areas.
9. **Safety Belts:** 5 Point Harnesses are REQUIRED. (see "SAFETY EQUIPMENT")

## Vehicle Classes

### 170 Production

Ages 5-12

**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. **Fuel Restrictions** - 96 Octane See fuel restrictions [See page](#)
4. **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
5. **ECU:** After-market ECU is **not allowed**. ECU flashing is allowed. Piggyback fuel tuners ARE allowed
6. **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.
7. **Exhaust:** After-market exhaust systems are allowed.
8. **Transmission:**
  - a. Must have Reverse, Low, and High Gear
  - b. After-market billet transmission casing is allowed.
  - c. OEM transmission casing may be reinforced, including pinion bracing.
  - d. After-market center cap is allowed.
  - e. Final Drive gearing, specifically the front or rear sprocket, Must remain stock 12 front and 32 rear sprockets
9. **Tires:** 21in tires. No limited production or specialty tires allowed
10. **Clutching:** clutching changes are allowed
11. **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 After-market shocks
  - b. May have After-market A-Arms – **NO Dual A-Arms** - excluding RZR 200
  - c. After-market swing arms are allowed
  - d. Long travel kits are allowed
12. After-market seats are allowed for driver fitment; must remain a 2-seat chassis
13. Driver seat must remain within 2in from the factory mounting location
14. Vehicles must maintain the factory look with regards to plastics. Must have front facia and rear fenders Driver's seat must remain in stock location
15. The top 5 finishers **must** report to Tech immediately after each race.

### 170 Limited

Ages 5-12

**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. **Fuel Restriction** - 96 Octane See fuel restrictions [See page](#)
4. **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



5. **ECU:** After-market ECU is allowed. ECU flashing is allowed. Piggyback fuel tuners are allowed
6. **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.
7. **Exhaust:** After-market exhaust systems are allowed.
8. **Transmission:**
  - a. Must have Reverse, Low, and High Gear
  - b. After-market billet transmission casing is allowed.
  - c. OEM transmission casing may be reinforced, including pinion bracing.
  - d. After-market center cap is allowed.
  - e. Final Drive gearing, specifically the front or rear sprocket, can be upgraded.
9. **Clutching:** clutching changes 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 After-market shocks.
  - b. May have After-market A-Arms. Dual A-Arms are allowed.
  - c. After-market swing arms are allowed.
  - d. Long travel kits are allowed.
11. After-market 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 facia and rear fenders.
13. The top 5 finishers **must** report to Tech immediately after each race.

## 250 Modified

Ages 5-12

**Vehicles:** UTV Production Vehicles

1. **Weight Restriction:** 550 lbs.
2. **Displacement:** Maximum 250cc
3. **Engine modifications** are allowed - Stock engine center cases must remain
4. **Fuel Restriction** – Open Octane No mixing of fuels or additives. See fuel restrictions [See page](#)
5. **ECU:** After-market ECU is allowed. ECU flashing is allowed. Piggyback fuel tuners ARE allowed
6. **Intake:** Superchargers, Turbochargers or Nitrous systems are NOT allowed

## 800 Open

Ages 8-15

**Vehicles:** UTV Production Vehicles

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

11. Vehicles must maintain the factory look with regards to plastics

## Youth Restricted

Ages 10-15

**Vehicles:** Polaris RZR XP1000 or RS1 - 2023 or older

1. **Weight Restriction-** 1650 lbs.
2. **Displacement:** Maximum 1000cc NA
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
4. **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](#)
5. Installation Instructions: [ir\\_001\\_instructions.pdf](#).
6. **Restrictor must be installed in the inlet of the Plenum as manufacture describes**
7. **ECU:** After-market ECU is NOT allowed. ECU flashing is allowed.
8. **Fuel restrictions apply.** 96 Octane See fuel restrictions [See page](#)
9. **Year, make and model requirements-** Vehicle must be 2023 or older. No mix matching newer model parts to engine or intake system. **2024 models will not accept restrictors as specified by manufacturer.**
10. **Intake:** must remain 100% Stock (no modifications allowed)
  - a. Stock fuel injectors are required. No modified Injectors and no Turbo related components or parts
  - b. Stock air intake system required, including air box with stock type air filter.
  - c. After-market stock type air filter elements ARE allowed.
  - d. Superchargers, Turbochargers or Nitrous systems are NOT allowed.
11. **Exhaust:** After-market Exhaust systems are allowed.
12. **Transmission:** must retain all factory gear sets. (e.g., must have Reverse, Low, and High Gear)
13. All stock suspension mounting points must remain in the Stock/OEM location
14. After-market stabilizer bars are allowed. Mounting locations can be modified and relocated.
15. Driver seat must remain factory mounting location
16. Vehicles must maintain the factory look with regards to plastics. Must have front facia and rear fenders.
17. The top 5 finishers **must** report to Tech immediately after each race.

## Youth Production

Ages 12-17

**Vehicles:** Production UTV Vehicle – 2025 or older

1. **Weight Restriction:** 1650 lbs.
2. **Displacement:** Maximum 1000cc NA
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
4. **Fuel restrictions apply.** 96 Octane - See fuel restrictions [See page](#)
5. **Year, Make, and Model Requirements** – Mixing newer model parts into the engine or intake system is not permitted. All components must match the original year, make, and model specifications.
6. **ECU:** After-market ECU is NOT allowed. ECU flashing is allowed.

7. **Intake:** Throttle Body/Carburetor (to the head) must remain Stock *including Fuel Injectors*
  - a. Stock fuel injectors are required. No modified Injectors and no Turbo related components or parts
  - b. Intake filters can be upgraded.
  - c. Superchargers, Turbochargers or Nitrous systems are NOT allowed.
8. **Exhaust:** After-market exhaust systems are allowed.
9. **Transmission:** must retain all factory gear sets. (e.g., must have Reverse, Low, and High Gear)
10. Seat location must remain in stock location
11. All stock suspension mounting points must remain in the Stock/OEM location.
12. After-market stabilizer bars are allowed. Mounting locations can be modified and relocated.
13. Vehicles must maintain the factory look with regards to plastics. Must have front fascia and rear fenders.
14. The top 5 finishers **must** report to Tech immediately after each race.

## Youth SxS

Ages 12-17

**Vehicles:** XP1000 or RS1 – 2025 or older

1. **Weight Restriction:** 1650 lbs.
2. **Displacement:** Maximum 1000cc NA
3. **Engine Modifications:** 2024/2025 Head and/or Engine is allowed. Other modifications beyond the 2024/2025 Head of any kind are NOT allowed. Engine must remain 100% OEM/Stock including all internal components - boring, replating, blueprinting, cryo-heating are NOT permitted
4. **ECU:** After-market ECU is allowed. ECU flashing is allowed. Piggyback fuel tuners ARE allowed
5. **Fuel restrictions apply.** 96 Octane See fuel restrictions [See page](#)
6. **Intake:** Superchargers, Turbochargers or Nitrous systems are NOT allowed
7. All stock suspension mounting points must remain in the Stock/OEM location
8. After-market 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

## Sportsman

Ages 16+

**Vehicles:** UTV Production Vehicles

1. **Weight Restriction:** 1650 lbs.
2. **Displacement:** Maximum 1000cc NA
3. **Intake:** Superchargers, Turbochargers or Nitrous systems are NOT allowed.
4. **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
5. **Fuel restrictions apply.** 96 Octane See fuel restrictions [See page](#)
6. Seat must remain in stock location.
7. All stock suspension mounting points must remain in the Stock/OEM location.
8. After-market stabilizer bars are allowed. Mounting locations cannot be modified or relocated
9. Vehicles must maintain the factory look with regards to plastics. Must have front fascia and rear fenders.

## Sportsman Turbo

Ages 16+

**Vehicles:** UTV Production Vehicles

1. **Weight Restriction:** 2000 lbs.
2. **Displacement:** Maximum 1000cc Turbo / 2000cc NA
3. **Intake:** Turbo upgrades are NOT allowed. Non-Turbo vehicles are allowed.
  - a. Superchargers and Nitrous systems are NOT allowed.
4. **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
5. **Fuel restrictions apply.** 96 Octane See fuel restrictions [See page](#)
6. Seat must remain in stock location
7. All stock suspension mounting points must remain in the Stock/OEM location
8. After-market stabilizer bars are allowed. Mounting locations cannot be modified or relocated
9. Vehicles must maintain the factory look with regards to plastics. Must have front fascia and rear fenders

## Pro Am

Ages 16+

**Vehicles:** UTV Production Vehicles with modifications

1. **Weight Restriction:** 1650 lbs.
2. **Displacement:** Maximum 1000cc NA
3. **ECU:** After-market ECU is allowed. ECU flashing is allowed
4. **Intake:** Superchargers, Turbochargers or Nitrous systems are NOT allowed
5. Seat must remain in stock location
6. All stock suspension mounting points must remain in the Stock/OEM location
7. After-market stabilizer bars are allowed. Mounting locations can be modified and relocated
8. Vehicles must maintain the factory look with regards to plastics. Must have front fascia and rear fenders
9. All other changes are allowed

## Pro Am Turbo

Ages 16+

**Vehicles:** UTV Production Vehicles with modifications

1. **Weight Restriction:** 1850 lbs.
2. **Displacement:** Maximum 1000cc Turbo / 2000cc NA
3. **ECU:** After-market ECU is allowed. ECU flashing is allowed
4. **Intake:** Turbo upgrades are allowed. Non-Turbo vehicles are allowed.
  - a. Superchargers and Nitrous systems are NOT allowed.
5. Seat must remain in stock location
6. All stock suspension mounting points must remain in the Stock/OEM location.
7. After-market stabilizer bars are allowed. Mounting locations can be modified and relocated.
8. Vehicles must maintain the factory look with regards to plastics. Must have front fascia and rear fenders.
9. All other changes are allowed.

## Pro Production

Ages 16+

## Professional Class

**Vehicles:** UTV Production Vehicles

1. **Weight Restriction:**
  - a. 1000cc NA - 1650 lbs.
  - b. 2000cc NA –2000 lbs.
  - c. 1000cc Turbo - 2000 lbs.
2. **Displacement:** Maximum 1000cc Turbo / 2000cc NA
3. **Intake:** Superchargers or Nitrous systems are NOT allowed.
4. **Fuel restrictions apply.** 96 Octane See fuel restrictions [See page](#)
5. **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
6. All stock suspension mounting points must remain in the Stock/OEM location.
7. After-market stabilizer bars are allowed. Mounting locations cannot be modified or relocated.
8. Vehicles must maintain the factory look with regards to plastics. Must have front fascia and rear fenders

## Pro NA

Ages 16+

### Professional Class

**Vehicles:** UTV Production Vehicles with minimal restrictions

1. **Weight Restriction:** 1650 lbs.
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 SxS

Ages 16+

### Professional Class

**Vehicles:** UTV Production Vehicles

1. **Weight Restriction:** 1850 lbs.
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.

## SR-1

Ages 16+

**Vehicles:** Weller Based SR-1 Vehicle

1. **Displacement:** Maximum 1000cc NA
2. **Intake:** Turbos, Superchargers and Nitrous systems are NOT allowed.
3. See Weller SR-1 Rule Book for details
4. [SR1-UTV-CLASS-RULE-BOOK-2020-update](#)
5. [SR1-UTV-CLASS-RULE-BOOK-R2015.pdf](#)

## VW Production

Ages 16+

**Vehicles:** Stock Production VW Bug

1. **Displacement:** Maximum 1000cc NA
2. Class 11 or 1600

## Pro-Lite

Ages 16+

**Vehicles:** Vehicle manufactured as a 2-wheel drive compact pickup truck

1. **Displacement:** V6 or V8 Motor packages allowed

## 1450

Ages 16+

**Vehicles:** T.O.R.E. Trophy Type Trucks

1. Contact Nick Tortelli for details
2. Steel cab
3. Working doors
4. Drive shaft loop
5. Window nets
6. Mandatory spare tire/s on truck
7. Ace radio
8. Two fire extinguishers on chassis
9. One fire extinguisher inside cab on passenger side
10. Start main event with full body on truck (unless it's approved by Nick Tonelli)
11. Mandatory passenger